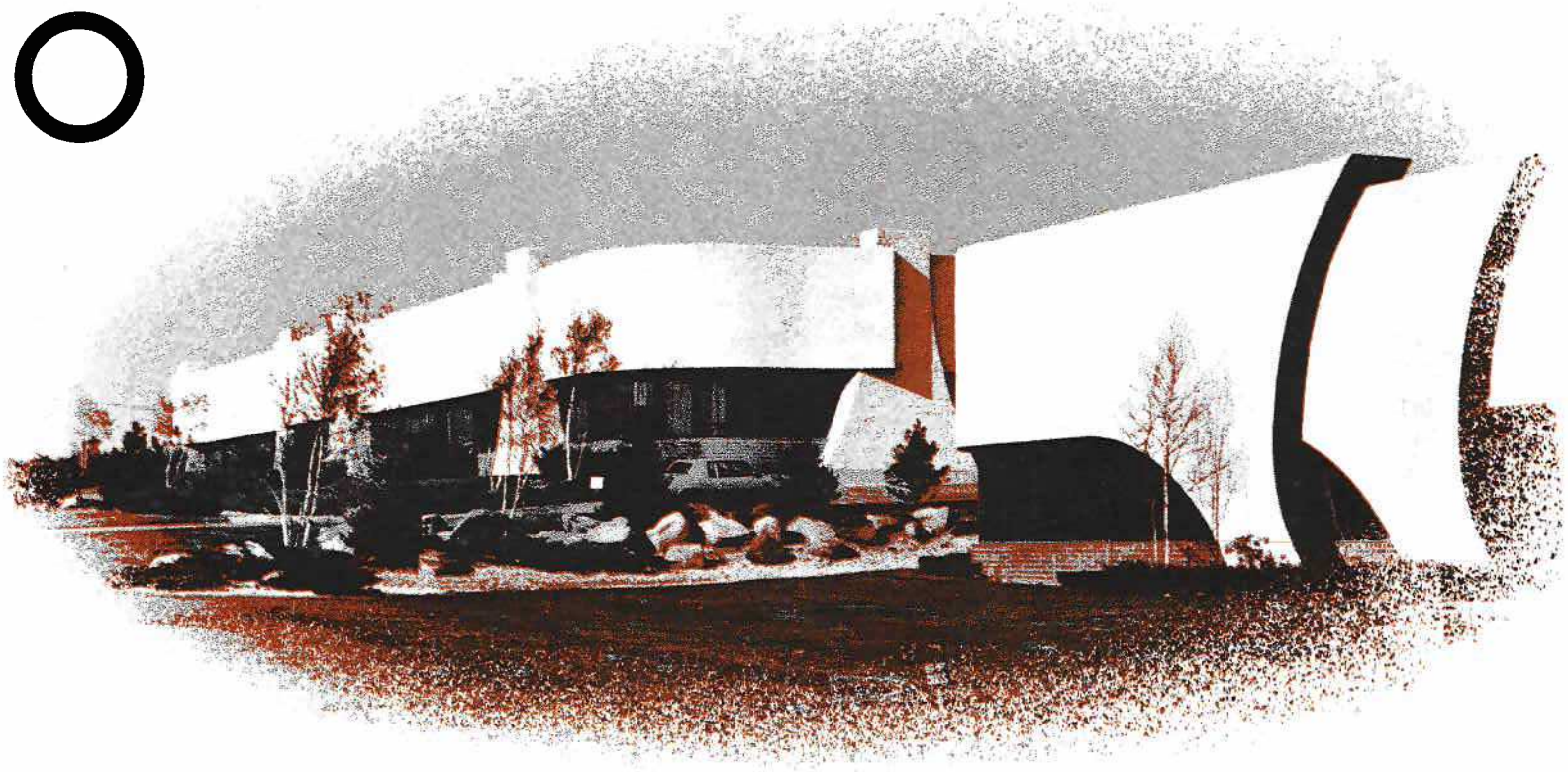
INDUSTRIAL LOCATION ANALYSES ~1980



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Preface

The Long Island Regional Planning Board has completed numerous studies since 1965 designed to provide the people of the two counties with a workable blueprint for the future of the area. The first major product was the *Nassau-Suffolk Comprehensive Development Plan* released in 1970. The Plan, funded by the Department of Housing and Urban Development, examined the land uses, transportation networks, economic activities, demography and housing; community facilities, open spaces and related environmental issues, that, in sum, characterize the more than five score communities. Projections of growth were made to 1985 and recommendations were offered to enable government leaders and private citizens to guide development in accord with rational and orderly growth policies. The essence of the study has come to be known as the three C's—Corridors, Clusters, and Centers. By and large, many of the recommendations have been implemented.

Parallel to this work the agency also concentrated on the environment of Long Island, and specifically on its coastal zone and marine environment. Funds were awarded to the Board by the Sea Grant office of the National Oceanographic and Atmospheric Administration of the Department of Commerce. These monies enabled the staff, together with nationally selected consultants, to carry out basic applied research on wetlands, shellfishing, erosion, coastal protection and marine related economic development. These landmark efforts earned favorable national recognition and led to a decade of major planning studies. The Office of Policy Development and Research of the Department of Housing and Urban Development provided a contract for the development of a methodology and guidebook that explains the integration of regional land use planning and coastal zone science. The passage in 1972 of two key environmental statutes by the Congress—The Coastal Zone Management Act and The Pure Waters Act as Amended—provided the opportunity and the means to update and upgrade the environmental portions of the basic Development Plan.

We are in every sense an Island. The ties to the ocean that surrounds us go beyond the aesthetic. Significant portions of the Long Island economy exist and are dependent upon the manner in which we protect, enhance and utilize

our coastal resources. Tourism, commercial fisheries, shorefront housing, marine transportation, research, and education, which now exceed one billion dollars in annual value, have not yet reached their full potential. This neckace of water that encircles our communities also establishes the Island's physical uniqueness. We are able to establish a Long Island identity because we are on an Island. Yet, we are constrained environmentally beyond the obvious. The sole supply of drinking water is that contained in water-bearing sands that receive and store the residue of rainfall that is able to percolate into the ground. There are no mysterious underground rivers that underlie the Long Island Sound and provide us with unlimited flows from Connecticut. Therefore, planning for future growth must include considerations of, and in fact be controlled by, sound water management policies.

As we progress to the last decades of this century, there is an increasing awareness that the measure and degree of public concern that has been given to environmental and land use issues during past decades of unparalleled growth must now be redirected and focused on the health of the Long Island economy. This need has been recognized in recent years by the formation of a private amalgam of business and industrial leaders—the Action Committee of Long Island, and the designation by the federal government of Nassau and Suffolk Counties as the nation's first suburban economic development region. This latter governmental group is the Long Island Area Development Agency and has the lead responsibility for all governmental activities relating to job development and economic growth.

The planning component will be furnished by the Long Island Regional Planning Board. A three year comprehensive economic planning study has been initiated. This document is the first published product. In one sense the study will provide the economic equivalent of the earlier Comprehensive Development Plan. In conjunction with the Coastal Zone Management Plan, Comprehensive Waste Treatment Management Plan, and updated Comprehensive Development Plan, the governments and people in the two counties will have a complete guide for the management of growth (positive and negative) through the next two decades.

Seven major components will constitute the economic plan. They include industry studies; the government sector; transportation; industrial location; labor force and employment; industrial financing; and contingency planning.

Problems related to each sector will be identified and recommendations will be made for level and areas of action, e.g., by unit of government or private group, and by function —capital formation, land use, investment options, etc. Four components were initiated simultaneously; industry studies, the government sector, location, and contingency planning. The remainder require data from the 1980 census and will commence as the material is received from the Bureau of the Census.

The prime focus of the industry studies will be on the determination of Long Island's strengths and weaknesses for given industries. This will enable development specialists to pinpoint areas of potential growth or decline and thus to concentrate on issues and projects to enhance sound economic growth. Each of the six major segments of the Long Island industrial family will be analyzed individually. They are manufacturing, services, wholesale and retail trade, construction, tourism, and agriculture and mariculture.

Examination of the government sector will concentrate on the impact of public costs—education, municipal and county budgets, and the potential for reduced Federal/State support —on the overall economic structure of the Island.

The emphasis in transportation will be on the identification of the dependency of labor and industry on given modes of transportation. Three major areas will be evaluated. The first is the pattern of transportation and related economic linkages with New York City and the remainder of the New York Metropolitan Region. The second is the pattern of transportation within the two counties. The third will address freight costs.

The purpose of the location component is to identify the relationships of location on industrial growth.

Labor force and employment studies will inventory the current profile of population, labor force and jobs in order to identify the composition of Long Island's labor force and employment mix. Projections will be made of the future character of the labor force and jobs. Mismatches can then

be identified. This information will highlight future problems and needs for training or retraining or new directions in job development.

Federal, state and local initiatives necessary to augment private capital formation and related industrial financing will be identified and quantified.

The last component is concerned with contingency planning. Although it is not truly possible to anticipate future occurences, several events can be envisioned that could have a catastrophic impact on the Long Island economy. The most obvious include serious energy shortages, closures of major industrial firms, and the loss of public revenues due to state and federal budget shifts or local referenda. It is in such situations that planning may offer its greatest benefits. Truly, to be forewarned is to be forearmed.

This document, *Industrial Location Analyses*, is designed to provide a summary of industrial data that can be useful to development agencies and brokers.

Six topics are discussed. The first five cover industrial use and location. An initial discussion of trends in industrial zoning is followed by a current inventory of industrial zoning and uses. Vacant industrial space is quantified and listed by geographic location. The report then discusses the relationship of school taxation to industrial use, and, finally, offers recommendations for future industrial development. Detailed tables of municipal zoning ordinances, land uses, and manufacturing and non-manufacturing firms listed by the Standard Industrial Classifications Code are included in the Appendices.

The sixth section presents a case study showing how the numerous elements, e.g., zoning, land use, transportation, etc. can be synthesized in order to arrive at an economic development plan. The Route 110 corridor was selected for several reasons. Located at the border between the two counties, it is currently Long Island's largest industrial employment center, with a job base of approximately 60,000 jobs. Although this corridor's earliest development was predominantly industrial, it is now evolving into a major multipurpose center with office complexes and related business services. Planned further development of this corridor could generate a doubling of the current number of jobs.

At this point I wish to express on behalf of the Board our sincere appreciation for the unstinted cooperation and support we received from the individuals and firms who provided data, ideas and observations. We also acknowledge the superb assistance from our colleagues of the Nassau-County Planning Commission for the use and inclusion of their report *Inventory and Use of Industrially Zoned Land in Nassau County—1978*. Revisions were made by the Board's staff only to reflect important changes in land use since 1978.

December 26, 1980 Lee E. Koppelman

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(Photos No. 7, 13, 16, 20 & 29
courtesy Skyviews, Westbury, N.Y.)

Chapter I...

Introduction

Local Zoning Categories Classified as Industry

Local units of government designate zoning categories that allow industrial uses in various ways: by name such as manufacturing, industrial, heavy commercial, economic development; or by letters and symbols that indicate industrial uses that are permitted in the municipality.

Each of the local ordinances was reviewed and a determination made as to which zones could be classified as an industrial zone and a list appears in Appendix Table 1. The zones included are those which allow all types of light and heavy manufacturing and non-manufacturing uses, such as warehouses and repair services that are not generally allowed in areas set aside for retail purposes. Utility zones are also included in this industrial classification.

At present, only 27 municipalities in Nassau County and 19 in Suffolk County have some provision in their zoning ordinances for industrial development. They represent just over 40% of all the municipalities in the two counties.

Even though less than a majority of the municipalities permit industrial development, 6.5% of the 1,200 square miles in the bi-county region are zoned to allow manufacturing and non-manufacturing uses. The Nassau amount is 3.1% while Suffolk has 7.2% of the County zoned for industrial use.

The provision for industrial uses are extremely varied. Some of the ordinances allow only research and development type industries or some type of heavy commercial activities. Others allow all uses including that which can be classified as heavy industry.

There is also a great variation in density of industrial development since lot sizes, coverage, height and setbacks are different in each municipality. A summary of the major industrial district regulations in those towns with some type of industrial zoning is shown in Appendix Table 2. For those categories with some minimum standards, the following variations exist: Area requirements range from 3,000 sq. ft. to 50 acres in a utility zone. Coverage maximums are between 20 and 80%. Yards fall between the minimums of 10 ft. and 400 ft. The maximum permitted height is anywhere from 30 ft. to 250 ft.

The uses permitted in industrial zones are usually limited to so called light manufacturing categories. Petroleum refining, fertilizer manufacturing, fat rendering and iron smelting are on most prohibited lists. Permitted lists are used by other municipalities. A more desirable way to regulate is to establish a type of performance standard. Some municipalities use this approach and the following Huntington Town ordinance is an example:

Conditional Uses; special use permits . . . . . .

A. The conditional uses listed in this Article possess characteristics of a nature such as to require special review and the application of special standards before locating in districts where they are not permitted by right, in order to assure an orderly and harmonious arrangement of land uses in the district and in the community. Such uses may be permitted conditionally by the Board of Appeals or the Town Board, as specified, after public hearing. A conditional use shall be authorized by a special use permit, and before such permit is issued, the appropriate Board shall find that the proposed use:
   (1) Will be properly located in regard to transportation, water supply, waste disposal, fire protection and other facilities.
   (2) Will not create undue traffic congestion or traffic hazard.
   (3) Will not adversely affect the value of property, character of the neighborhood or the pattern of development.
   (4) Will encourage an appropriate use of land consistent with the needs of the town.
   (5) Will not impair the public health or safety and will be reasonably necessary for the public health or general welfare and interest.

B. Before any special use permit is issued, the appropriate Board shall determine that all applicable requirements of this chapter have been met and may impose any additional requirements to assure that the proposed use will be in harmony with the character of the district and will not materially impair the use of adjacent properties. Before imposing such conditions, the Board shall consider the following:
   (1) Location and intensity of use.
   (2) Location and height of buildings.
   (3) Traffic access and circulation.
   (4) Location and extent of parking and loading areas.
   (5) Location, extent and types of exterior artificial lighting devices and advertising devices.
   (6) Landscaping, screening and fencing.
   (7) Probable extent of noise, vibration, smoke, dust or other adverse influence as compared to similar influences incident to unconditionally permitted uses in the district.

C. The Board may impose a limit on hours of operation upon a finding that such limit is necessary to the conditions set forth in this section.

These major differences in land regulations within industrial districts means that the impact of new development on traffic patterns, water supply, runoff, sewage disposal and adjoining land uses must be evaluated on a case-by-case basis. The acreage of an industrial parcel in one community can have a sharply different impact than one in another community because of varying standards. Therefore, a summary of industrial land by zones is needed for projections and possible environmental impacts.

The amount of industrially used land that is outside of the zoned land is small. Sand mining operations account for most of this classification. There are also scattered industrial uses still remaining in areas where residential or commercial development have rendered them incompatible. Thus, they continue as non-conforming uses until replaced by new development that is in conformance with zoning and better related to the surrounding community.

Methology

A comprehensive industrial land use analysis requires that a precise and uniform methodology be followed throughout. The methodology employed in this study included the following steps: preparation of maps and data sheets, data collection and aggregation, and land use classification.

The single most important resource utilized in this project was the tax maps for Nassau and Suffolk Counties. These maps delineate land parcels throughout the County. With the use of detailed tax maps, the field survey staff was able to locate and identify parcel numbers for each building or vacant lot in any industrial zone in Suffolk County.

One of the initial tasks in this study was to delineate all of the industrially zoned land on the tax maps. Such maps enabled the surveyors to limit field checks to those parcels pertinent to this analysis in order to produce a series of maps outlining industrially zoned land in each community.

The initial stage of data collection involved the matching of industrial establishments and addresses with corresponding tax lot numbers. Company names and addresses were correlated with their lot numbers, and this information was used as a starting point for subsequent data collection.

After identifying all industrially zoned parcels, they were checked through the use of aerial photographs. Subsequent revisions were made, followed by additional field checks, if necessary.

This inventory was completed by surveying each community, street by street, and by examining individual lots. Industrial land that was used for purposes other than industry was appropriately labeled as such and that data was used at a later time as a part of a land use analysis.

Once all of the industrially zoned parcels were identified and indexed, the surveyors compiled pertinent data on all manufacturing and non-manufacturing industries throughout the County. Each company was assigned a Standard Industrial Classification (SIC) Code. The structure of the classification system makes it possible to categorize establishments by industry on a two, three or four digit basis, depending on the degree of detail that is necessary.

Once each company was assigned an SIC code, it was possible to separate manufacturing firms from non-manufacturing ones. The manufacturing category includes those companies that use raw materials to produce a finished product. The category comprises factories, food processors, printers, concrete, clay and asphalt producers, etc. The corresponding SIC codes range from 20 to 40. Non-manufacturing industries refer to those which are industrial in nature but are not manufacturers of a finished product. This category includes distribution warehouses, automobile repair shops, trucking and storage operations, wholesalers, junk yards, construction and contracting companies storing equipment on their lots, etc. Non-manufacturing SIC codes included 14-17, 41, 42, 44, 46, 47, 48, 49, 50, 52, 59 and some services in 72, 73, 75 and 76, that were not classified as commercial.

The data collected for each company that was classified as industrial included the manufactured product(s) for manufacturing firms, and the type of business engaged in by non-manufacturing firms. In addition to this, the index sheets include the assigned SIC code, square feet of floor area used by each company at the site described, total acreage utilized, and the number of employees. The SIC codes, in conjunction with acreage and square footage, can be used to identify the concentrations of various types of activities in different parts of the County.

Because of the detailed nature of this study, a wide variety of resources were needed in order to obtain an accurate inventory. The two initial data sources consulted were the 1975 Corporations Guide, which is a supplement to the Long Island Business Review, and the Suffolk County Directory of Manufacturers, published by the Suffolk County Department of Commerce and Industry. These guides list a number of prominent industries along with much of the data needed for this study.

The rapid growth in industrial development, along with the high turnover rate in certain industrial areas made it necessary to consult the Long Island Lighting Company's listings of new and expanding firms. These listings are published monthly and also contain all of the necessary data.

There were a number of companies that could not be located in any of these listings, and had to be contacted by telephone from listings found in the telephone directory and in Cole's Directory, which lists addresses by street, together with names and telephone numbers. In the case of those firms that refused to disclose information over the phone, letters were sent directly from the program director. When no other means of contact were available, those firms were revisited and questioned in an effort to obtain the necessary information.

Following the collection of data for all of the industries, land uses were calculated. The following ten categories were chosen for the analysis:

1. Industrial
   a. Manufacturing
   b. Non-manufacturing
2. Commercial
3. Residential
4. Agricultural
5. Public and Quasi-public
6. Private Utility
7. Vacant
8. Other
9. Under Construction
10. Transportation

The agricultural category included land presently farmed; used for grazing; or for stables, nurseries, or greenhouses; and fallow land. The industrial categories were divided into manufacturing and non-manufacturing according to the previously described definitions. Commercial uses included retail stores, lumber yards and outlets selling mainly to the public sector, motels, restaurants, gas stations, office buildings and construction and contracting companies that use only office space at the site in question. Residential uses included single as well as multi-unit structures. Public and quasi-public land includes public utilities, cemeteries, police and fire stations, houses of worship, libraries, golf courses, etc . . . Vacant land included lots with abandoned buildings, as well as lots without structures. The transportation category consisted primarily of airports; however, it also included train stations and their parking lots. Utilities generally referred to LILCO operations, communication activities such as radio and television towers plus the telephone company, and private water suppliers. The category labeled under construction was chosen to identify those sites where new industrial structures were being built at the time of the survey. The "other" category included individual activities that did not fit any of the usual classifications.

Trends in Industrial Zoning

During the last twenty years, the amount of land zoned for industry in Nassau County has changed very little. Only a few hundred acres have been added. The amount used for industrial purposes has remained just over 3,000 acres. The amount of vacant land has been reduced from just over 2,000 to less than 500 acres. However, the net gain in developed land has been the result of the creation of public and commercial areas within the industrial zone. This doesn't mean that all of the vacant land has been used for public or commercial uses; rather, there has been development of new industrial uses at the same time that older industrial buildings and tracts of land have been converted from industrial to commercial and public uses. Examples of this turnover will be illustrated later in the report.

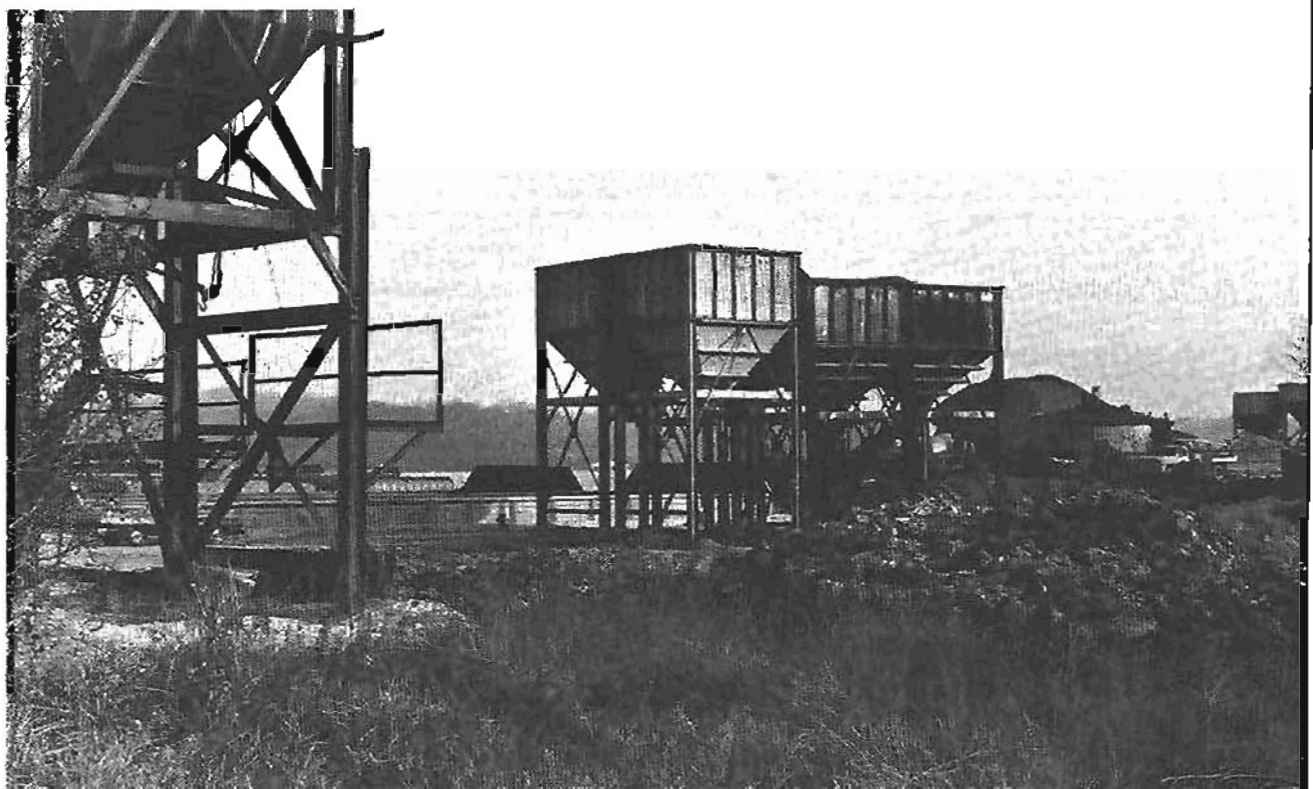
During the last two decades there has been significant change in the amount of land zoned for industry in Suffolk County. The present 45,000 acres represents a doubling of the amount zoned for industry in the 1960's. The amount used for industrial purposes has not changed as dramatically since it is just over 7,000 acres, as opposed to approximately 5,000 acres, twenty years ago. In the 1960's there were over 20,000 acres of vacant zoned land available for development. The current figure is approximately 25,000 acres.

Over the last two decades, the amount of industrially zoned land that has been developed for manufacturing and non-manufacturing purposes has amounted to between 100 and 150 acres per year The land coverage in the last decade has been reduced thus increasing the amount of land used. Even a reduction that would require a doubling of the amount of land used would still allow industrial growth for a century based on the past development trend and current zoning.

Illustrations

This section shows the wide range of industrial uses that exist on Long Island. The photographs show how the original waterfront uses gradually gave way to industrial clusters along the railroad lines. This was followed by development adjacent to major roads. Today the most visible industries are located on spacious sites adjacent to expressway interchanges.

1. **Glen Cove Creek**
Shorefront heavy industry.



2. **Hempstead Harbor**
Much of the early industry on Long Island was located on the waterfront. Transportation via water was the primary means of importing and exporting building materials.

3. **Glen Cove Creek**

Oil storage has long been one of the most visible industries on the coastline. An interior pipeline system is gradually causing a relocation away from the waterfront to sites more accessible to transportation arteries.

4. **Deer Park**

The land adjacent to the railroad was often deemed undesirable for residential use. Many of the initial zoning ordinance of local municipalities placed strips of land along the tracks in industrial categories.

5. **North New Hyde Park**
The older industrial concentrations near the railroad are characterized by limited setbacks, a lack of off street parking and loading space and no amenities such as landscaping.

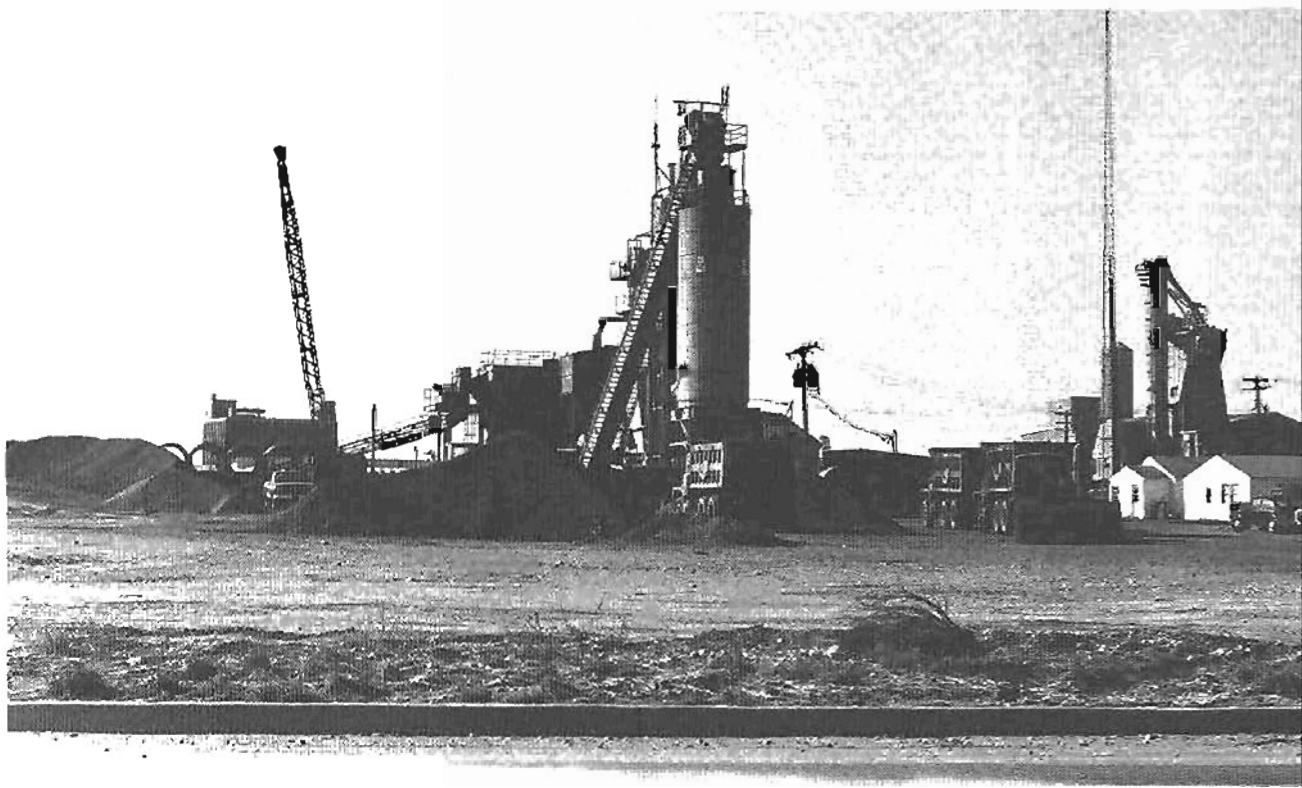
6. **Deer Park**

7. **New Cassel** (facing page)
Photo 7 is a typical example of the small industrial developments with high land coverage.

7. Oblique Aerial—New Cassel

8. **North Bay Shore**

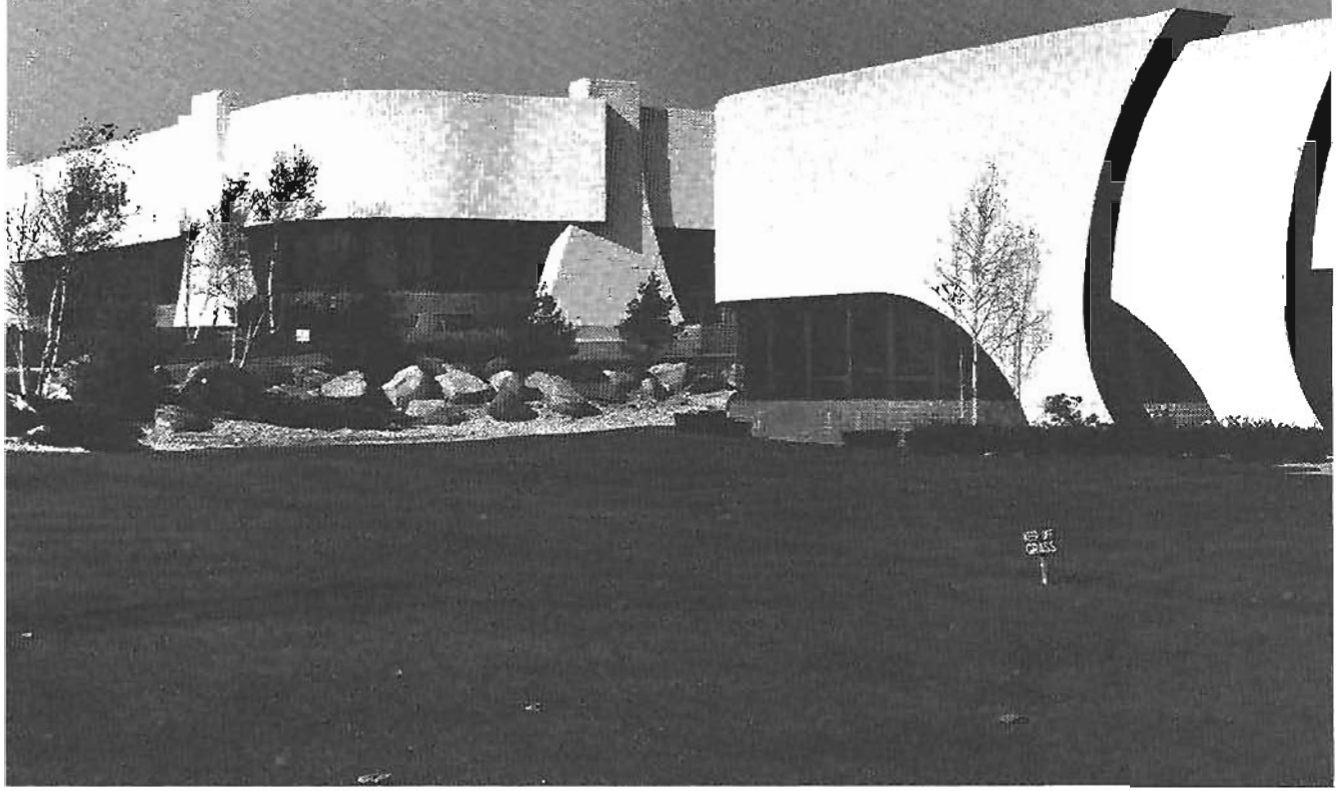
Most Long Island industry is comprised of clusters of small manufacturing and non-manufacturing firms. There are exceptions such as the aerospace companies or the firm in illustration 8.



9. **North Bay Shore**

The majority of companies on Long Island would be classified as Light Industry. Transportation limitations, lack of raw materials and high population density restrict the area for heavy manufacturing. Operations such as in illustration 9 are heavy industries needed to serve local needs.

10. **Hauppauge**
Industry developed in the last decade or two is represented by the planned industrial parks on this page.

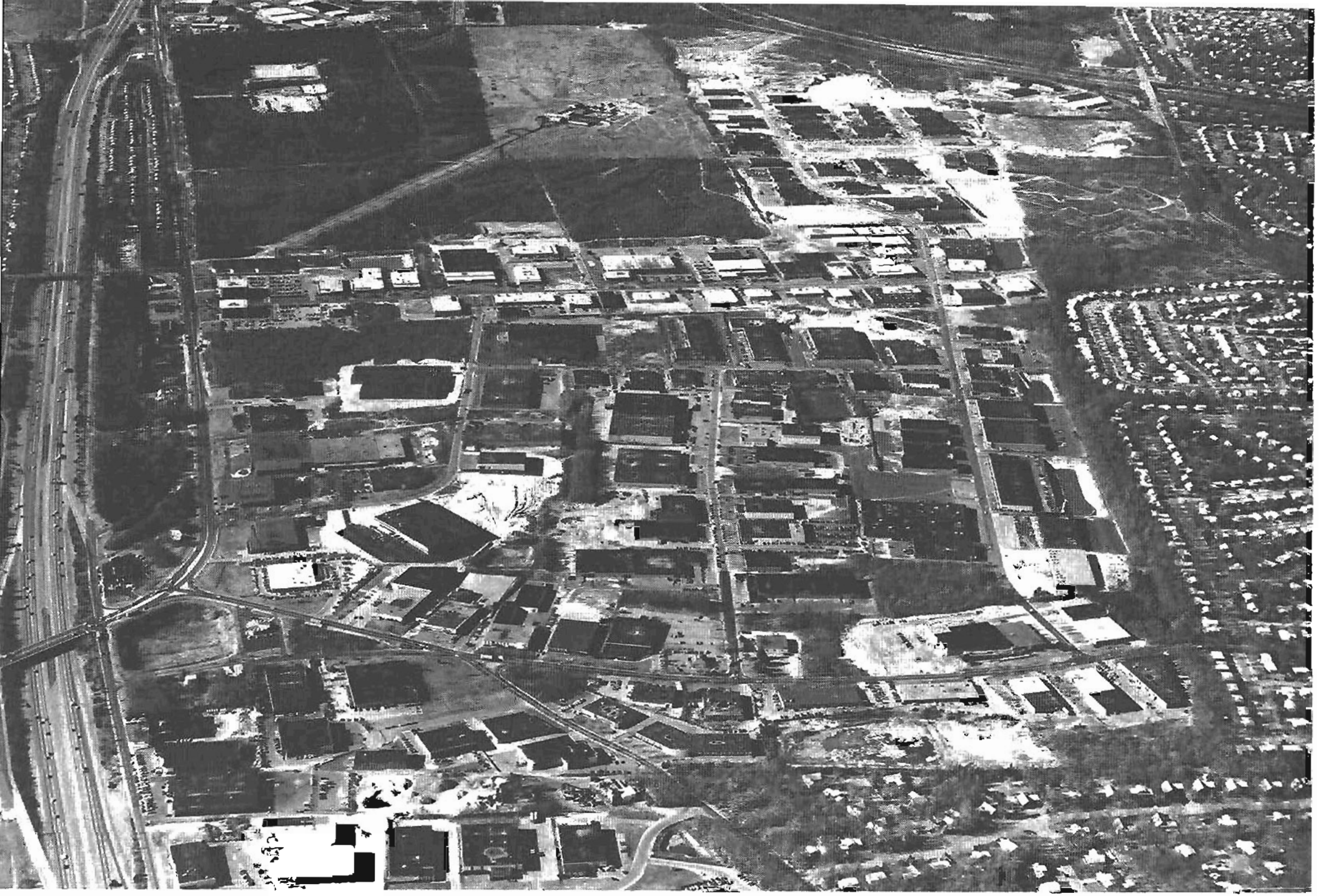


11. **Hauppauge**
Extensive landscaping and restrictions on parking in front yards create attractive setting for new industries.

12. Hauppauge

13. Hauppauge (facing page)
Expressway interchanges become prime locations for new industry in the 1960's and 1970's.

14. **Hauppauge**
New Industrial Parks also incorporate sign controls which account for aesthetic improvements in industrial development.



13. Oblique Aerial—Hauppauge

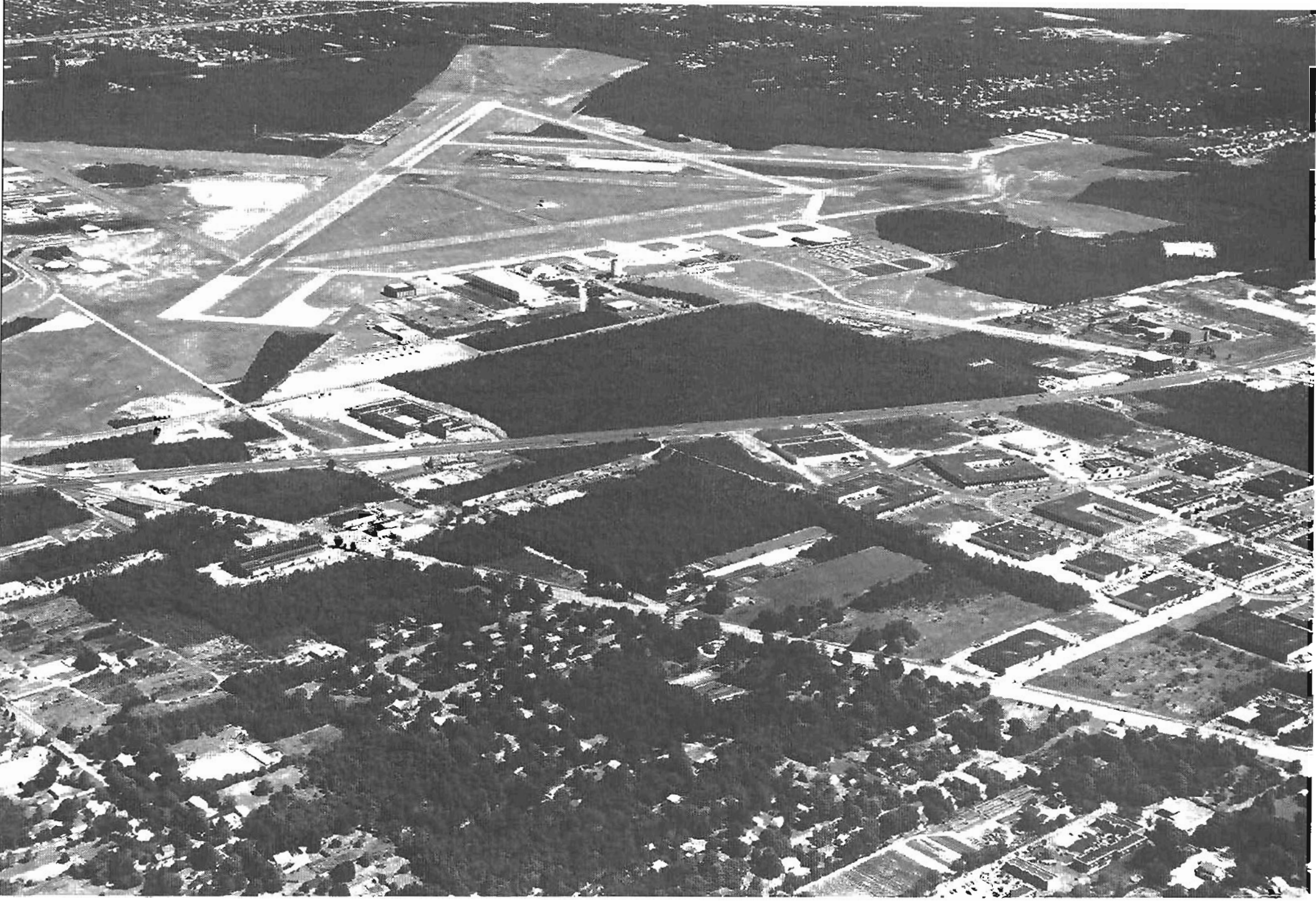
15. **Bohemia**

16. **Long Island MacArthur Airport**
(facing page)

Airports are also an attractive site for industry both for the services provided and the buffer that industry provides for airport operations.

17. **Deer Park**

Illustration 15 shows new industries located adjacent to Long Island MacArthur Airport. Photo 17 is a mature industrial park that was located adjacent to an airport that is now closed and converted to additional industrial development.



16. Oblique Aerial—L.I. MacArthur Airport

18. **Port Washington**

Early heavy industry in the form of sandmining operations often created level sites separated from adjoining land by steep grades. These isolated parcels become ideal industrial locations and the well landscaped park in photos 18 and 19 show how this mined land was reclaimed.

Illustration 20 is an example of a particularly well located industrial site that has become a combination industrial-office center.

19. **Port Washington North**

20. **Woodbury** (facing page).

20. Oblique Aerial—Woodbury

Chapter 2...

Industrial Land Uses

Industrial Zoning and Use

There are more than 50,000 acres of industrially zoned land in Nassau and Suffolk Counties. At the present time, less than 20% is used for some type of manufacturing or non-manufacturing activity. (See Table 1).

About half of this land is still available for new industrial development. The categories of vacant and (38.2%), land used by agriculture (8.4%) and the land occupied by residences (1.7%) comprise most of the available land. Other major uses of industrially zoned land are for commercial, public and private utility purposes. These three categories occupy 20% of all of the aforementioned land.

In addition to these categories, a part of the 10,000 acres currently used for non-manufacturing and transportation purposes are reusable for industrial development. A significant portion of the industrially zoned acreage that is used for transportation purposes is located within the boundaries of the public airports in Suffolk County. There is considerable land that is not required for airport operations that can be sold or leased for industry requiring access to an airport. Much of the non-manufacturing land that is or will be available for reuse is located throughout the region wherever there are existing or abandoned sand mining operations. Many of these are located on ridge areas. The sites have been re-graded and, therefore, can be used for a more intensive type of industrial development.

Industrially zoned land can also be classified according to property tax status. The tax exempt land amounts to 23% or approximately 12,000 acres. Public and quasi-public uses are included in this classification, along with transportation. Some of the tax exempt land does produce local revenue when there are income producing facilities on the land, and when there is a payment made in lieu of property taxes.

a—Comparison of Uses of Industrially Zoned Land in the Cities and Towns.

The greatest amount of land zoned for industrial purposes is found in the Town of Riverhead where 13,150 acres exist. At the other end of the scale is the Town of Shelter Island, which has no land set aside for this purpose. Among the cities and towns with some land zoned for industrial pur-

TABLE 1

Industrial Zoned Land Survey
Nassau and Suffolk Counties

Municipality	Manufacturing	Non-Manufacturing	Total		Commercial		Residential		Agriculture		Public		Private Utility		Vacant		Other		Under Construction		Transportation		Total Industrially Zoned Land
NASSAU COUNTY	Acres	Acres	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	
City of Glen Cove	62.2	43.3	105.5	51.4	40.9	19.9	6.7	3.3	—	—	31.3	15.3	2.6	1.3	18.1	8.8	—	—	n/a	n/a	n/a	n/a	205.1
Town of Hempstead	382.4	321.6	704.0	27.7	652.8	25.7	49.4	1.9	—	—	825.9	32.5	197.2	7.8	97.8	3.9	11.7	.4	n/a	n/a	n/a	n/a	2,538.8
City of Long Beach	4.1	1.1	5.2	17.5	2.8	9.4	—	—	—	—	14.6	49.2	2.8	9.4	4.3	14.5	—	—	n/a	n/a	n/a	n/a	29.7
Town of N. Hempstead	394.9	268.7	663.6	49.5	326.1	24.3	35.1	2.6	—	—	84.5	6.3	22.1	1.7	209.7	15.6	.7	—	n/a	n/a	n/a	n/a	1,341.8
Town of Oyster Bay	1,280.8	474.1	1,754.9	58.5	363.6	12.1	29.4	1.0	21.1	.7	585.0	19.5	115.6	3.9	124.2	4.1	7.4	.2	n/a	n/a	n/a	n/a	3,001.2
Nassau County Total	2,124.4	1,108.8	3,233.2	45.4	1,386.2	19.4	120.6	1.7	21.1	.3	1,541.3	21.7	340.3	4.8	454.1	6.4	19.8	.3	n/a	n/a	n/a	n/a	7,116.6
SUFFOLK COUNTY																							
Town of Babylon	1,038.5	668.7	1,707.2	46.9	241.3	6.7	52.1	1.4	7.8	.2	272.4	7.5	36.0	1.0	687.7	19.0	.6	—	32.5	.9	591.4	16.3	3,629.0
Town of Brookhaven	272.3	821.9	1,094.2	13.1	365.9	4.4	119.8	1.4	179.6	2.2	269.7	3.2	312.0	3.7	5,974.9	71.6	—	—	2.0	—	28.1	.3	8,346.2
Town of E. Hampton	43.5	100.7	144.2	9.8	11.7	.8	22.3	1.5	—	—	162.8	11.1	15.4	1.1	821.5	55.8	—	—	—	—	295.0	20.0	1,472.9
Town of Huntington	690.0	190.2	880.2	44.9	224.6	11.4	18.4	.9	66.4	3.4	110.2	5.6	210.9	10.7	423.3	21.6	—	—	19.8	1.0	8.1	.4	1,961.9
Town of Islip	902.5	574.0	1,476.5	21.8	186.5	2.8	146.2	2.2	40.2	.6	401.9	5.9	109.6	1.6	3,031.5	44.7	—	—	76.7	1.1	1,312.2	19.3	6,783.3
Town of Riverhead	392.5	218.8	611.3	4.6	360.6	2.7	294.7	2.2	3,692.0	28.1	3,235.9	24.6	43.7	.3	2,619.6	19.9	1.5	—	1.6	—	2,289.1	17.4	13,150.0
Town of Smithtown	470.1	388.4	858.5	36.0	62.3	2.6	29.1	1.2	54.5	2.3	156.5	6.6	139.1	5.8	1,035.6	43.5	—	—	42.3	1.8	4.8	.2	2,382.7
Town of Southampton	20.6	190.1	210.7	2.9	132.4	1.9	69.7	1.0	177.0	2.5	270.7	3.8	15.8	.2	4,901.0	68.4	—	—	—	—	1,387.7	19.4	7,165.0
Town of Southold	23.0	85.4	108.4	21.9	80.4	16.2	13.1	2.6	180.0	36.4	.9	.2	1.4	.3	91.5	18.5	9.2	1.9	—	—	9.7	2.0	494.6
Suffolk County Total	3,853.0	3,238.2	7,091.2	15.6	1,667.7	3.7	765.4	1.7	4,397.5	9.7	4,881.0	10.8	883.9	1.9	19,588.6	43.1	11.3	—	174.9	.4	5,926.1	13.1	45,385.6
BI-COUNTY Total	5,977.4	4,347.0	10,324.4	19.7	3,053.9	5.8	886.0	1.7	4,418.6	8.4	6,422.3	12.2	1,224.2	2.3	20,040.7	38.2	31.1	.1	174.9	.3	5,926.1	11.3	52,502.2

poses, the City of Long Beach with less than 30 acres has the least.

The greatest amount of land used for industrial purposes, which includes the categories of manufacturing and non-manufacturing, is found in the Towns of Oyster Bay and Babylon, which rank at the top of the list, with 1,755 and 1,707 acres, respectively. Oyster Bay has the highest percentage, 59%, of all of the zoned land presently used for industrial use. The town also has the largest amount of land used for manufacturing with 1,281 acres as opposed to 1,039 in Babylon Town. The municipality with the least amount of zoned land currently used for industrial purposes is the Town of Southampton with just under 3%.

There is a wide range in the amount of industrially zoned land utilized for commercial purposes, Southampton has the least, at 2%, and Hempstead has the most, at just over 25%. Part of the reason for this high figure is the Roosevelt Field Shopping Center, which has always existed on an industrially zoned tract of land.

The amount of land zoned industrial and used for residential purposes is an indicator of an incompatible or potentially incompatible mix of land uses. The Town of Riverhead with almost 300 acres that are used for residential purposes is preeminent in this classification. The Towns of Oyster Bay and Huntington represent the low end of the scale with 1% or less of the total industrially zoned land used for resi-

dences.

The Town of Riverhead is also first in the categories of agriculture, transportation and public use on lands that are zoned for industry, with an average of 3,000 acres in each of these categories. The Towns of Brookhaven and Huntington are at the top of the list in the category with over 300 acres and 200 acres, respectively.

There are three municipalities that have more than ⅔ of all of their land zoned for industrial purposes in the vacant category. They are Brookhaven with 72%, Southampton with 68% and East Hampton with 56%. The Town of Brookhaven is first with almost 6,000 vacant acres available for industrial development. The inclusion of land zoned for farming but permiting industry in the available category would put the Town of Riverhead at the top with over 6,000 undeveloped acres. Among major municipalities with the least amount of undeveloped industrial land is the City of Long Beach with fewer than 5 acres and the Town of Hempstead with less than 4% vacant out of the total zoned for industrial use.

Map 1 indicates the location of all land zoned for industrial purposes in the bi-county region, and Appendix Table 3 contains Industrial Land use totals for all communities.

b—Community Comparisons

There is a wide variation between the amount of land in local communities that is zoned for industrial purposes and that is used for industrial purposes. Many communities, especially in the eastern end of Long Island, have large tracts of land set aside for industrial purposes. At present, there is usually an airport and some limited industrial development nearby. Table 2 indicates the individual communities with the greatest amount of industrially zoned land:

Of the communities on this list, only East Farmingdale, Hauppauge and Melville are intensively developed industrial communities. The others either have partial development, as in the case of Lake Ronkonkoma, or have widely scattered development.

Table 3 lists the communities on Long Island that have 100 acres or more of industrially zoned land that is currently being used for industrial purposes. The totals include all manufacturing and non-manufacturing activities and industrial buildings unoccupied.

Aerospace companies such as Grumman and Fairchild account for a large part of the total in the three of the top six communities, East Farmingdale, Bethpage and Calverton.

TABLE 2

Communities with Over 1,000 Acres Zoned for Industrial Use

Rank	*Community*	*Acres*
1	Calverton	9,698*
2	Westhampton	6,780*
3	Lake Ronkonkoma	2,243*
4	East Farmingdale	1,773*
5	Wading River	1,739
6	Manorville	1,679
7	Hauppauge	1,495
8	Northville	1,261
9	Melville	1,219
10	Yaphank	1,163

*Airports contained in this total.

A companion table listing the communities with 50 or more acres of industrially zoned land that is used only for manufacturing list many of the same communities found in Table 2. However, some, such as Middle Island, Westhampton, Inwood, Northville and Medford do not appear in the ranking since a considerable portion of their industrial acreage is used for sand mining or storage facilities. Thus, the communities in Table 4 are those with relatively high concentrations of industrial employment.

The vacant land that is zoned for industrial use (not including agriculturally zoned land that can be used for industry) is shown on Table 5. Table 5 lists only those communities that have more than 100 acres of vacant industrial land.

The first three communities on the list, Westhampton, Calverton and Manorville, are located in the eastern part of Suffolk County and comprise as much vacant land zoned for industry as exists in all of the remaining other communities on the list. Even though this extensive amount of land is available for use in these communities and the Suffolk

TABLE 3

Ranking of Communities In Nassau/Suffolk by Industrially Zoned Land Used for Industrial Purposes

Rank	*Community*	*Acres*
1	East Farmingdale	767
2	Melville	609
3	Bethpage	593
4	Hauppauge	535
5	Deer Park	361
6	Calverton	349
7	Hicksville	322
8	Middle Island	275
9	Bohemia	267
10	North Bay Shore	266
11	Plainview	265
12	Kings Park	220
13	West Babylon	199
14	Commack	179
15	Locust Grove	141
16	New Cassel	141
17	Huntington Station	139
18	Lake Ronkonkoma	136
19	Westhampton	132
20	Port Jefferson Station	129
21	Inwood	119
22	Central Islip	116
23	Northville	106
24	Medford	101

County Airport and Grumman Peconic River Airport are located nearby, major growth is not expected because of the demand for land adjacent to other industry, business services and residential concentrations in the more urbanized portion of Long Island.

The Town of Brookhaven, with ten communities on the list, and the Town of Islip, with eight, appear to have the greatest potential for new industrial expansion once the few communities in Babylon, Huntington and Smithtown Towns with significant tracts of vacant land become more intensively developed.

TABLE 4

Ranking of Communities in Nassau/Suffolk by Industrially Zoned Land Used for Manufacturing

Rank	*Community*	*Acres*
1	Bethpage	553
2	Melville	505
3	East Farmingdale	499
4	Hauppauge	364
5	Calverton	254
6	Deer Park	220
7	Hicksville	195
8	Bohemia	180
9	North Bay Shore	177
10	Plainview	175
11	Locust Grove	109
12	Garden City East	95
13	Commack	93
14	Huntington Station	92
15	Great River	91
16	West Babylon	84
17	Aquebogue	81
18	Lake Ronkonkoma	74
19	New Cassel	71
20	Old Bethpage	70
21	Brentwood	69
22	Freeport	65
23	Central Islip	65
24	Kings Park	65
25	North New Hyde Park	63
26	Wyandanch	63
27	Glen Cove	62
28	Lake Success	57
29	Port Jefferson Station	57
30	Holbrook	54
31	Port Washington	52

TABLE 5

Ranking of Communities in Nassau/Suffolk by Vacant Zoned Industrial Land

Rank	*Community*	*Acres*
1	Westhampton	4769
2	Calverton	2075
3	Manorville	1388
4	Yaphank	878
5	Lake Ronkonkoma	706
6	Wainscott	646
7	East Setauket	624
8	Hauppauge	606
9	Holtsville	560
10	Holbrook	453
11	Bohemia	448
12	Brentwood	437
13	North Bellport	338
14	Melville	306
15	Port Jefferson Station	295
16	Northville	256
17	East Farmingdale	251
18	Central Islip	218
19	Deer Park	218
20	Stony Brook	182
21	Bayport	178
22	North Bay Shore	171
23	Kings Park	166
24	Coram	165
25	Wading River	161
26	Oakdale	138
27	Ridge	136
28	Farmingville	134
29	Middle Island	130
30	Port Washington	129
31	Nesconset	123
32	St. James	120
33	Riverhead	114
34	Montauk	111

The potential for major industrial growth in Nassau County is constrained by the lack of large tracts of vacant land zoned for industrial purposes. Port Washington is the only commmunity in the County with more than 100 acres of vacant zoned land and it appears as the 30th community out of 34.

Although most industrially zoned land is either used for that purpose or is vacant, there are community variations in this general pattern. The variations tend to distort the amount of industrial land that is either used or available for industrial use. For example, the communities of Riverhead, Medford and Bay Shore have between 28 and 40 acres of industrially zoned land that is presently occupied by housing. The Villages of Patchogue and Freeport have between 20 and 30 acres in this category. The latter two areas reflect a change in the demand for industrial space along the waterfront. Land that was once considered most valuable for industrial use is now more desirable for multi-family housing.

Public ownership and use of industrially zoned property adds significant parcels to the zoned inventory that are unavailable for industrial use. Communities such as Calverton and Wading River with over 2,000 and 1,000 acres respectively have both park and cemetery land within an industrial category. Garden City East has a quarter of the industrially zoned land used for institutional purposes and all of the industrial land in the unincorporated portion of Freeport is used for a park. The same is true for the communities of Hicksville and Napeague, where more than 100 acres of industrially zoned land is occupied by parks.

In Calverton the industrially zoned land that is used for agricultural purposes amounts to 2,272 acres or 28% of all the land. In Northville there are 885 acres or 70% of the zoned total in farmland; in Wading River there are over 500 acres in a similar situation. This zoning makes it difficult to retain farmland since the acreage is in a potential reuse category.

Private utilities are most often located within industrial zones. There are seven unincorporated communities and one village with an average of 50 acres of industrial land set aside for Long Island Lighting Company purposes. They include Oceanside, Island Park, Hicksville, East Shoreham, Holtsville, Medford, Northport and the Village of Port Jeffer-

son. The community of Hauppauge also has a large tract of land[1] that is in private utility use but eventually will be available for redevelopment.

[1]ITT has already developed a large parl of land for an industrial park.

Industry related commercial development such as restaurants, motels and business services are often located within an industrial area. However, there are a group of communities that have large tracts of industrially zoned land, more than half of which is occupied by some commercial use. Garden City East, Massapequa East and Carle Place contain shopping centers and a race track on industrially zoned land. A race track also exists on industrial land in Yaphank. The Village of Lake Success and the communities of Woodbury and Melville have extensive office development on industrial land. Rural areas such as Calverton and Westhampton have mixed commercial uses scattered throughout the industrial areas, while the densely built-up area of East Farmingdale has over 150 acres of industrially zoned land used for a mixture of retail and office uses.

Land use in twenty-seven communities with major industrial groupings is shown on Maps 2 through 7 and on Map 22. The colored area on the maps indicates the total industrially zoned portion of each community. The purple color shows the extent of the land that is currently used for manufacturing and non-manufacturing uses. The red pattern indicates land available for new development while the blue indicates land used for non-industrial purposes. Some of the non-industrial use areas can be regarded as permanently committed while other portions can be considered as temporarily occupied and probably available for redevelopment for manufacturing or non-manufacturing purposes.

New Industrial Construction

The acreage of industrial land with buildings that are under construction was tabulated for Suffolk County from the field survey done in the summer and fall of 1979. The Nassau County inventory extended over a longer period of time; however, the vacant buildings survey for 1979 and 1980 indicated at least a dozen industrial buildings under construction. In Suffolk, Hauppauge with 35 acres under construction heads the list of communities with extensive new industrial activity, followed by Bohemia, with 31; Lake Ronkonkoma, with 23; Melville, with 20 and East Farmingdale, with 16.

Changes in Land Use to or from Industrial

There are a number of large parcels throughout Long Island that have undergone changes from industrial to less intensive uses. The reverse is also true, especially for parcels that were once in the public domain. A few large industrial plants such as Sperry in Lake Success and Gyrodyne in St. James now have a portion of their property used for commercial and office purposes. Other industrial sites like the sand pits in Port Washington and the Village of Port Washington North have been or will be converted to a mix of industrial commercial, residential and public uses. Sand mining sites in Melville and Plainview have the same potential, especially since the establishment of landfill operations, which often were a major user of abandoned sand pits, are severely restricted by new State regulations. Other landfill areas in Brentwood, Oceanside, Kings Park, Wyandanch and Old Bethpage can become available for industrial use if existing solid waste disposal facilities are converted to transfer stations or resource recovery plants.

Airports have always been sites that have been considered for industrial reuse. Parts of Roosevelt Field and Mitchel Field, plus the Deer Park Airport, were among the earlier conversions. Zahn's Airport in Babylon Town is the latest such facility to be converted to industrial use. Surplus property on the former Westhampton Air Force Base has also yielded new industrial land resources.

Some industrial concentrations have been diminished because of their location along major roadways or in proximity to large commercial centers. The best examples are in East Farmingdale, Syosset and Carle Place.

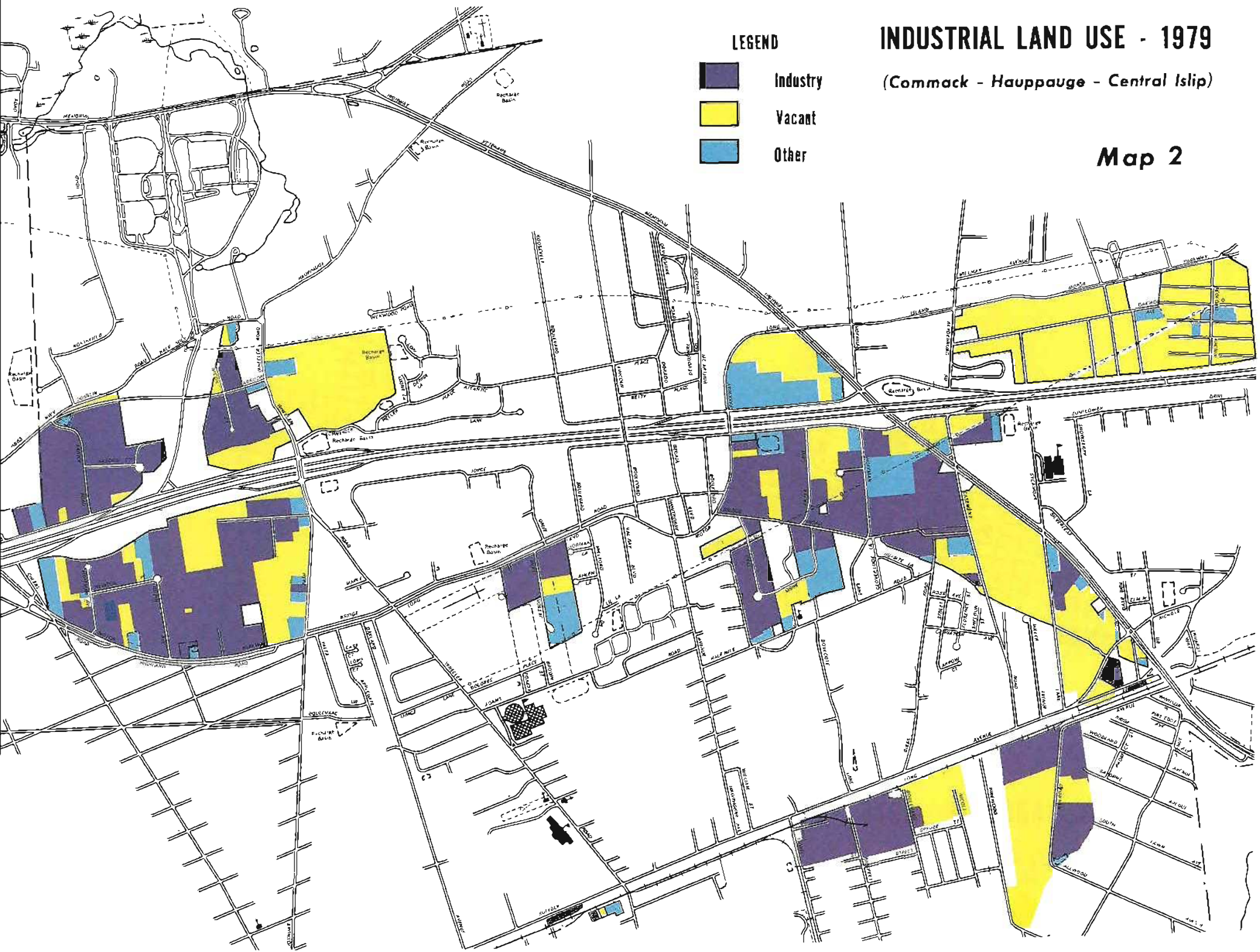
Waterfront locations that were used for industrial purposes are now more valuable for marine-related commercial facilities and uses that cater to tourism. The existing changes and potential conversion along the Patchogue River is a good example.


PARK

INDUSTRIAL LAND USE - 1979

(Commack - Hauppauge - Central Islip)

Map 2



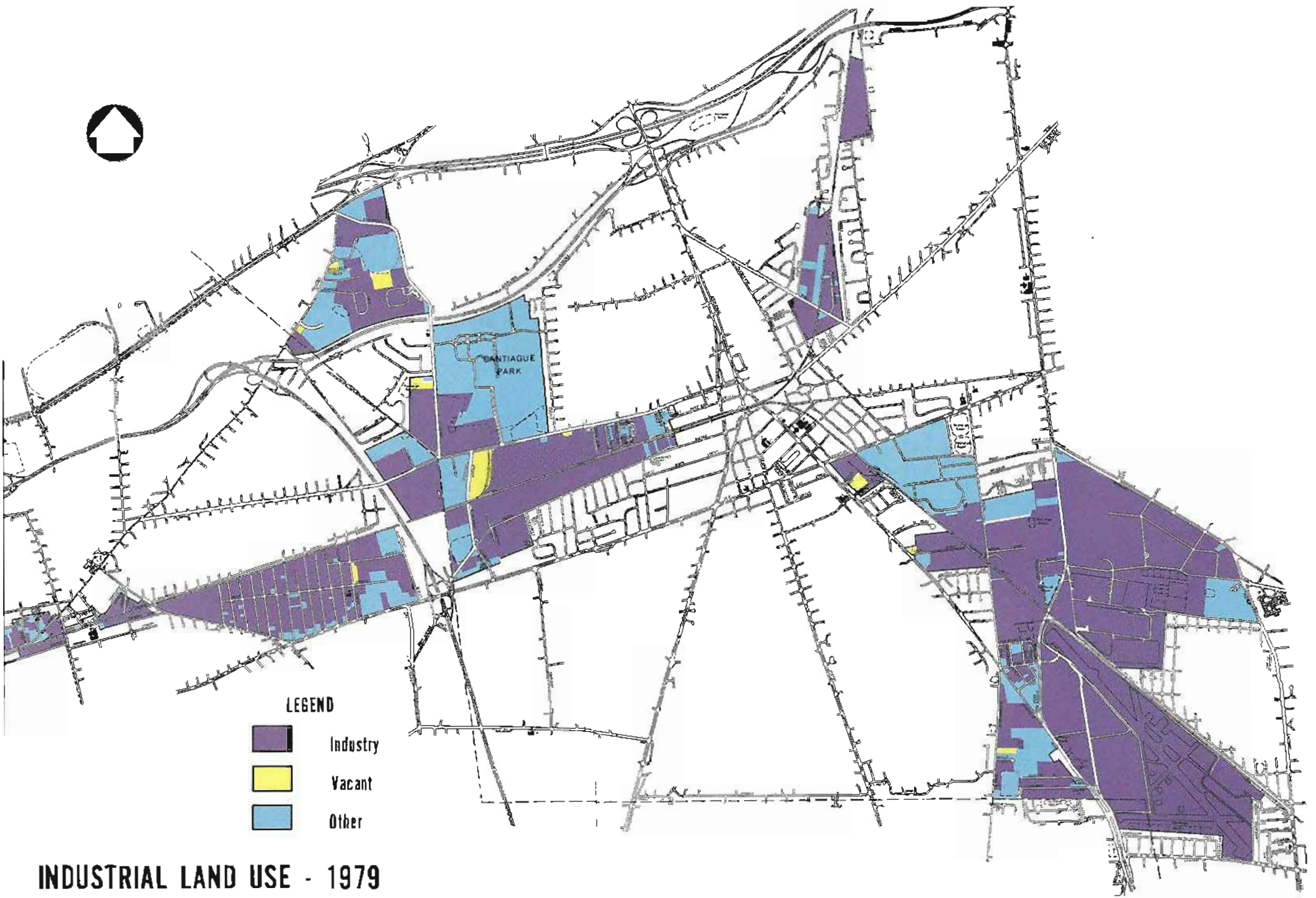
Map 3

INDUSTRIAL LAND USE - 1979

(New Hyde Park - N. New Hyde Park - Garden City Park - Mineola - Carle Place)

LEGEND

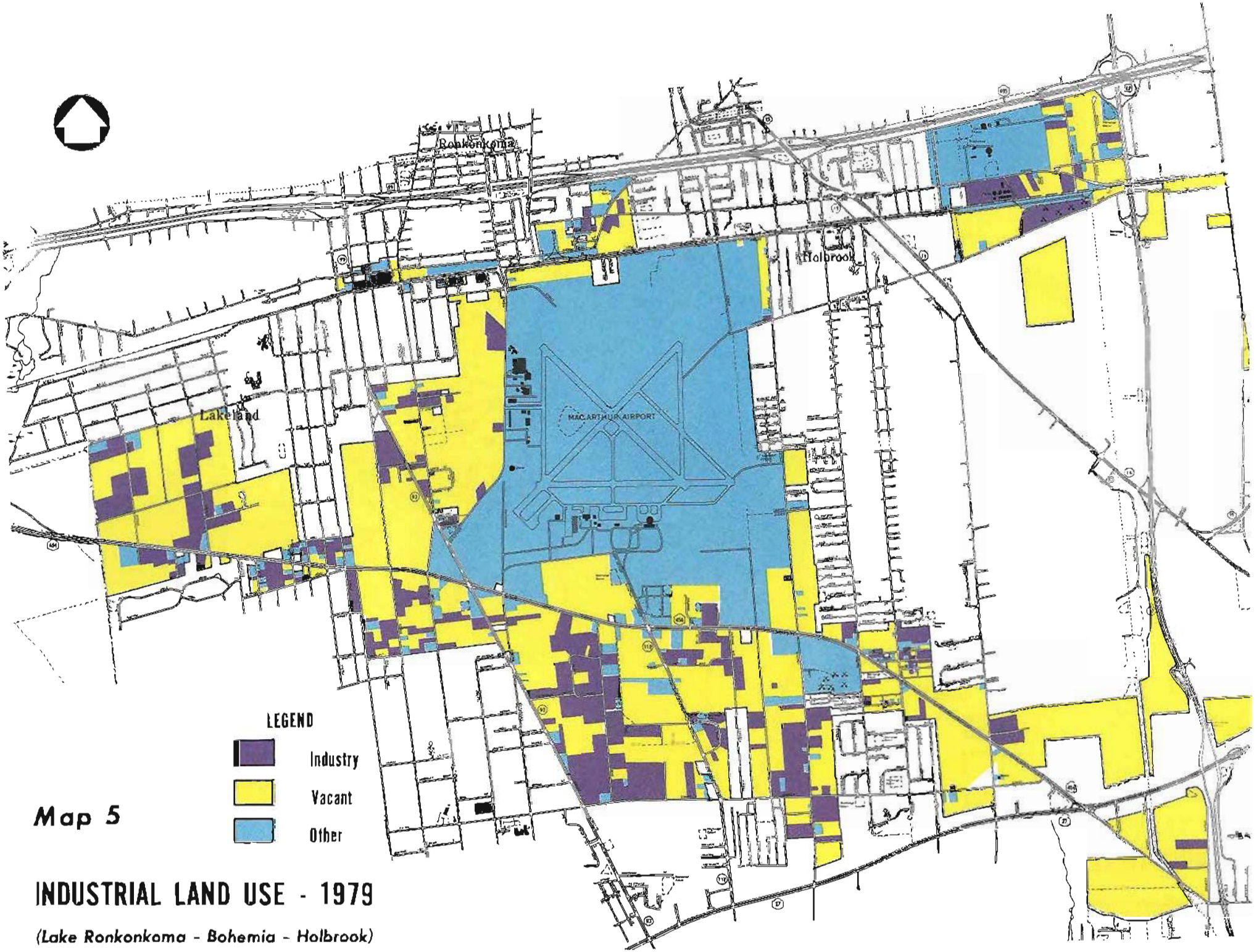
- Industry
- Vacant
- Other



INDUSTRIAL LAND USE - 1979

(Westbury - New Cassel - Hicksville - Jericho - Bethpage)

Map 4



Map 5

INDUSTRIAL LAND USE - 1979

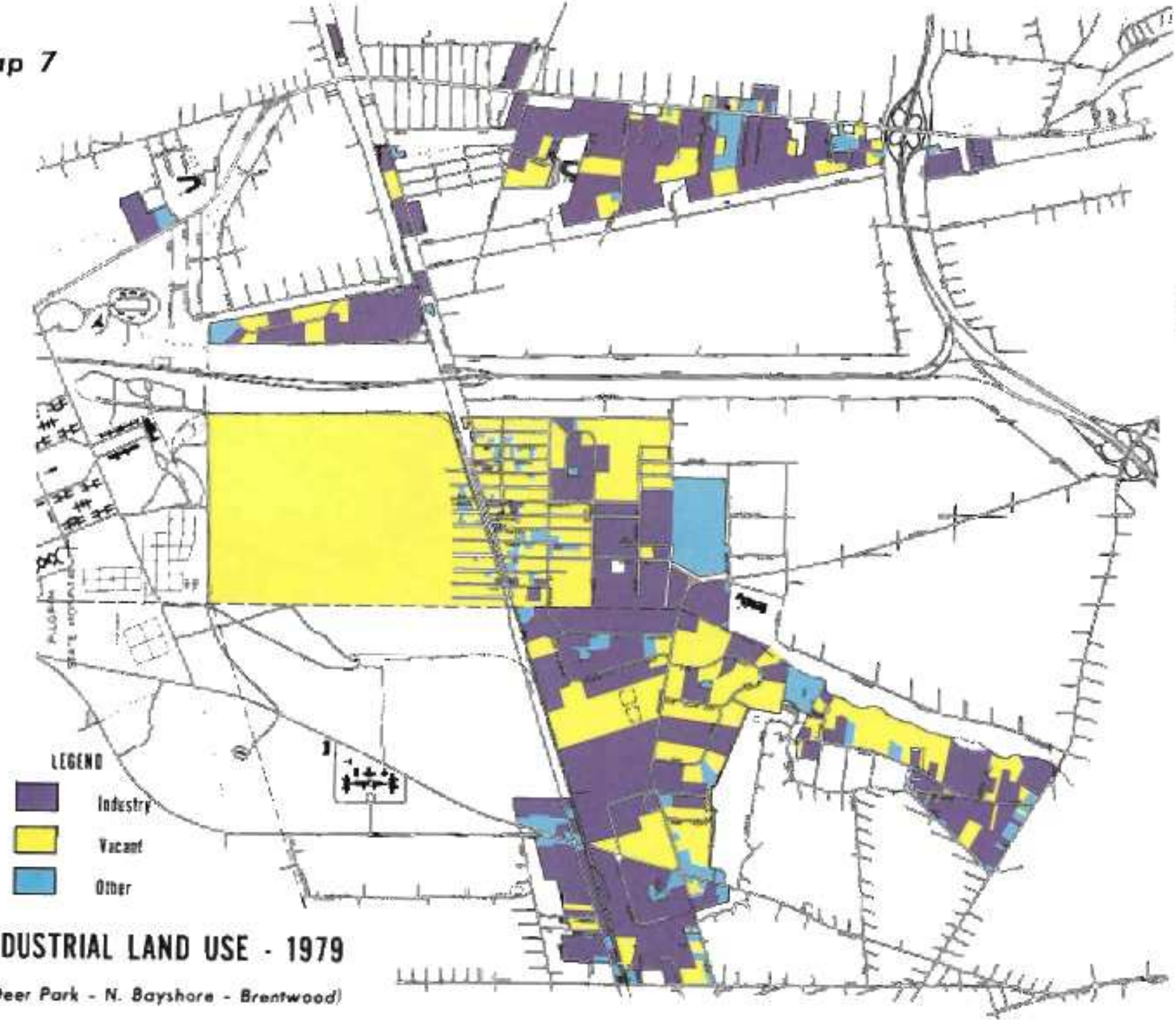
(Lake Ronkonkoma - Bohemia - Holbrook)

INDUSTRIAL LAND USE - 1979

(Syosset - Locust Grove - Woodbury - Plainview)

Map 6

Map 7



INDUSTRIAL LAND USE - 1979

(Deer Park - N. Bayshore - Brentwood)

a—Example of Industrial Land Use Changes—Port Washington . . . . . .

Large portions of Long Island were reserved for sand mining operations because of the construction activities within New York City. It was easy to barge sand from the harbors bordering Long Island Sound to other parts of the metropolitan area. As development on Long Island increased, and new housing was constructed adjacent to existing and potential sand mining sites, land use conflicts led to a gradual phase out of mining, in effect a heavy industrial use, and the conversion of the sites to non-industrial uses.

The most noteworthy example of this conversion is the Port Washington sand pits on the west side of Hempstead Harbor where eleven hundred acres of land have been committed to sand mining since the last century. Before the end of this century, the final operations in the middle of the property should cease, thus permitting reuse of all of the mined land.

The mining operation created a large bluff, thus separating the residential uses from the mined area. Even though this excavated area is now somewhat isolated from the nearby housing, only about 225 acres is to be used for industrial purposes. Map #8 shows the proposed uses of the property. The reason the entire parcel is not usable for industry is that there is not sufficient access for over 1,000 acres of industrial development since the property is located on a peninsula with a constrained road system. The new industrial buildings that have been constructed are most attractive and have significantly upgraded the area. An example is shown in photo #18.

Community recreational facilities are partially constructed and will occupy a total of 275 acres. A solid waste disposal site will temporarily occupy approximately 150 acres. The waste disposal area will be used as long as needed and can later be converted to a recreational use. The last 450 acres, which is still being mined, is indicated as a planned residential development, in the recently completed Coastal Management Program.

b—Example of Industrial Use Changes—Mitchel Field . .

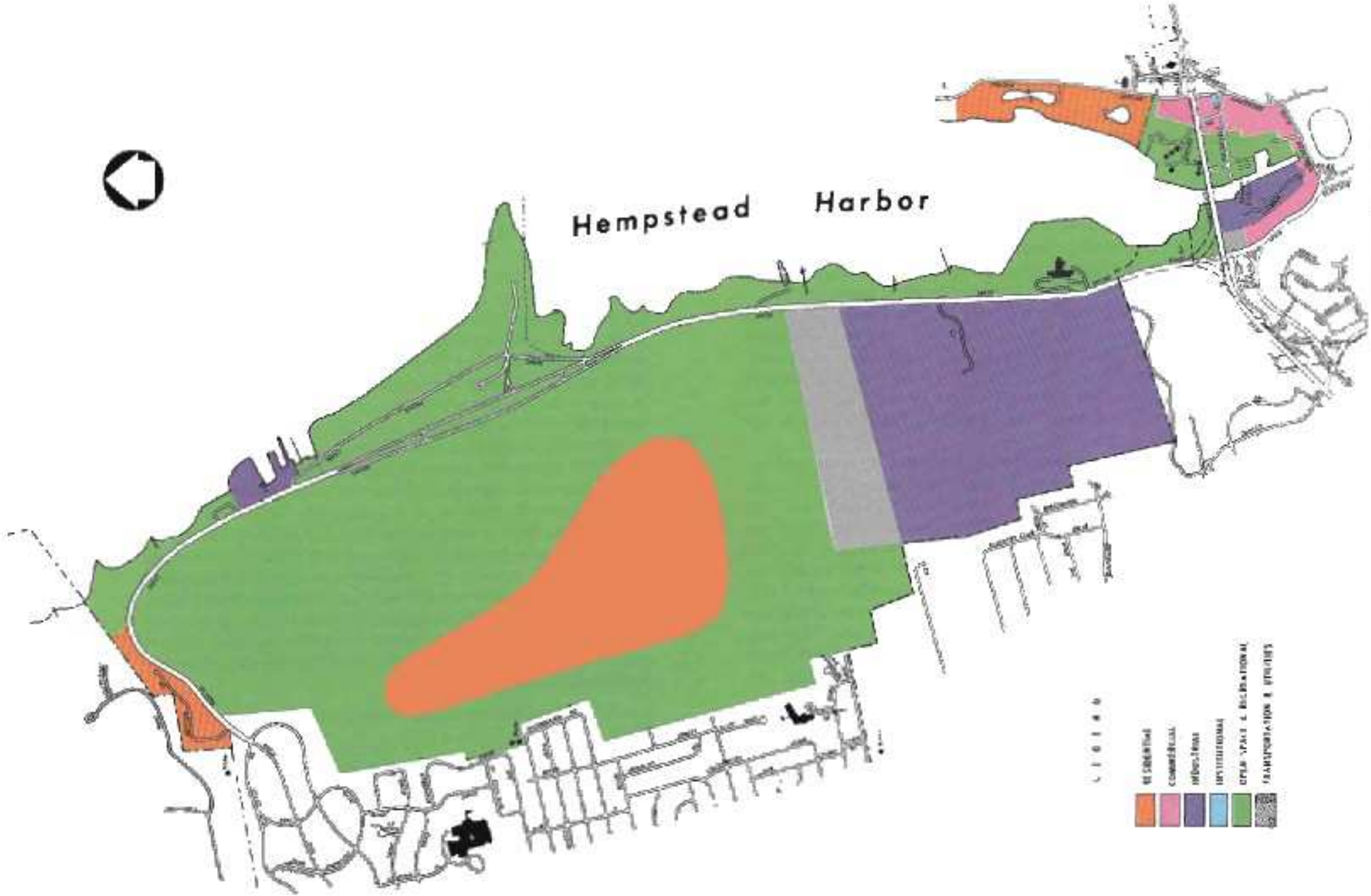
There are often opportunities for new industrial development when military land becomes available. Examples of this are former air bases at Westhampton and East Garden City. The latter location was the site of Mitchel Field, and since the area surrounding Mitchel Field on the north side is already developed for industrial purposes, an expansion of new industries into the Mitchel Field site was not inconsistant with the surrounding land uses.

Since the site is in the geographic center of Nassau County, there was a demand for a wide variety of activities on the property. Educational, recreational and commercial uses, along with required service facilities, were all in competition with industries for some of the land. Office development, which is usually a more intensive and higher value use, is also a major alternative because of the location of the available land in a developed area. The land at Westhampton is a sparsely developed area so there is little competition.

Map 9 shows the reuse plan for Mitchel Field. It indicates the competition between economic development and the need for public facilities at the centrally located site. The aerial photo (21) shows the portion of Mitchel Field that adjoins the Meadowbrook Parkway and existing industries along Stewart Avenue. It represents a possible expansion area for research and development on publically-owned land. Photographs 22 and 23 illustrate the conversion of existing land and buildings to educational use while the latter picture also indicates accessible public land that can be used for industrial development.

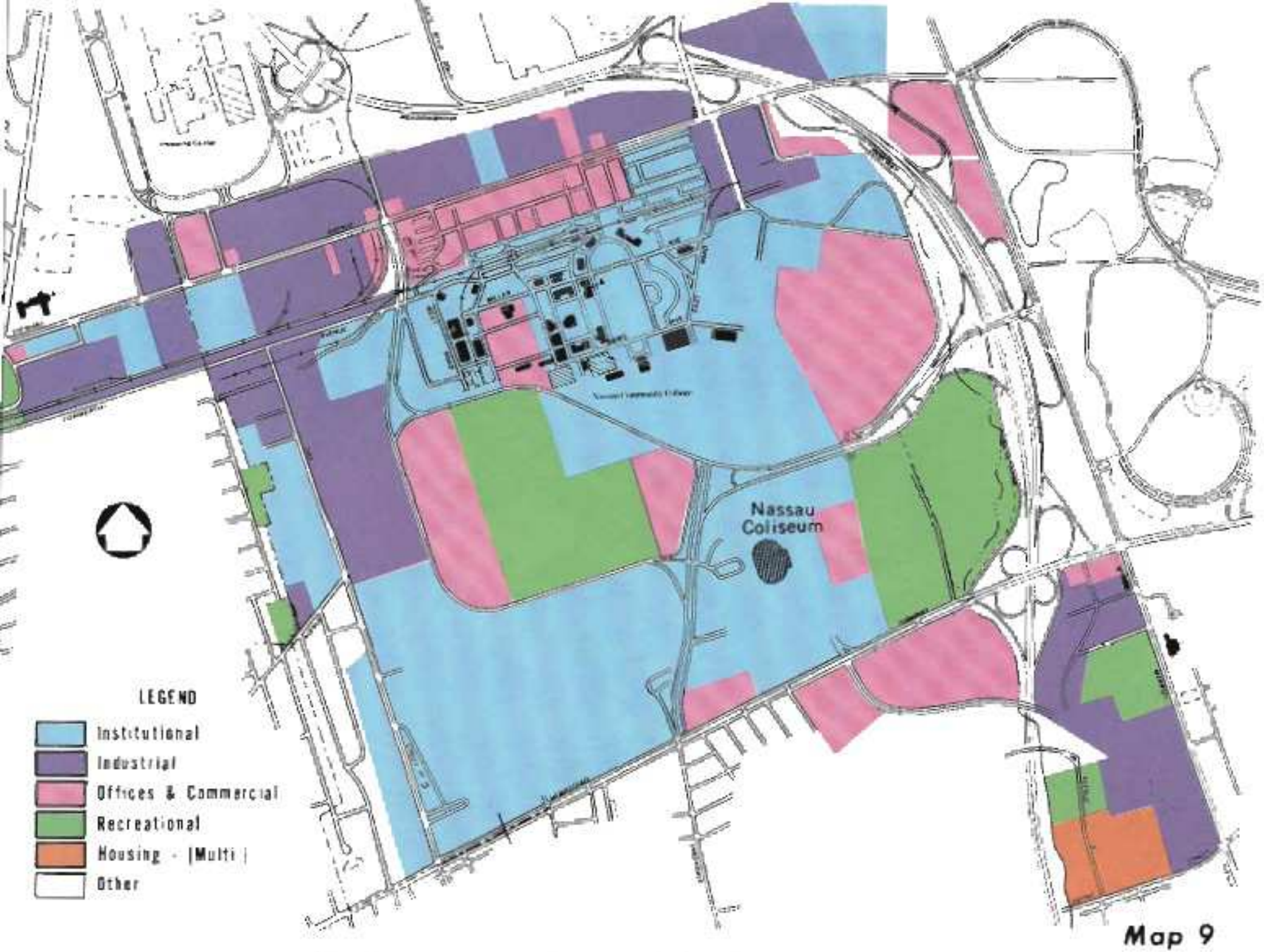
c—Example of Industrial Land Use Changes—Patchogue River . . . . . .

At certain segments of the coastline of Long Island the demand for residential and recreational uses along with marine commercial activities is causing the replacement of industrial uses on the waterfront. The waterfront was often considered as a prime industrial site when there were extensive dredging operations and the importation of petroleum



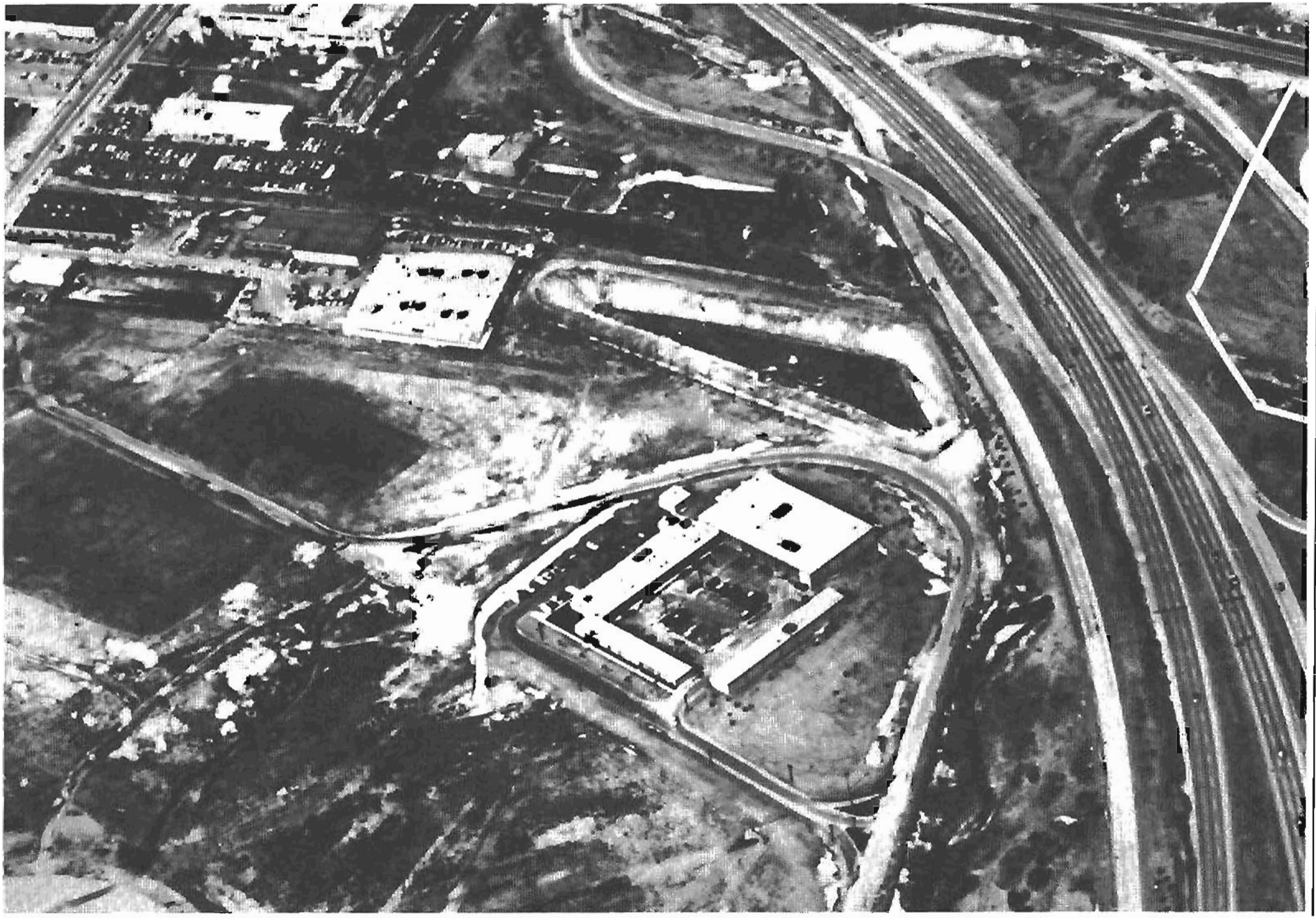
Map 8

PORT WASHINGTON - Reuse of a Mined Area



Map 9

MITCHEL FIELD - Reuse of Surplus Land for Economic Development



21. Mitchel Field—Proposed Industrial Area

22. Mitchel Field—Building Conversion

23. Mitchel Field—Proposed Industrial Area

products. A reduction in dredging work and alternate means of importation of oil and gasoline have made locations, such as the Patchogue River, sites where the conversion from industrial to other uses is feasible.

The 1977 land use map, showing land along the Patchogue River, indicates a series of industrial clusters on both sides of the river (see Map 10). The gradual phase out of items such as oil storage, along with the conversion of other uses, means that the entire navigable portion of the river can be converted to non-industrial uses. A plan for the Village of Patchogue on the same map indicates a retention of the industrial concentration at the head of the river along with a few sites at the narrow upper portion. These sites can continue to be used for industrial purposes without having an adverse effect on the river and do not utilize valuable waterfront land that is expected to be redeveloped for additional multiple housing units, recreation activities, and marine related commercial uses.

d—Example of Industrial Conversion—Carle Place

The Carle Place industrial area is a good example of a centrally located industrial concentration that is gradually being converted into a commercial center. Roosevelt Field shopping center, which is also in an industrial zone, is immediately to the south of Carle Place. Many new commercial buildings have been added to the shopping center from the time of its original construction in 1956. A few years ago it became necessary to build two-level garages to accommodate the required parking that was removed through commercial expansion. The expense of parking structures places some limits on this type of expansion, therefore the proximity of the shopping center has put pressure on the Carle Place industrial area to accommodate additional retail space and, industrial buildings have either been converted to retail space or have been torn down and replaced by new commercial buildings.

A 1960 land use of the industrial area (see Map 11) shows that the parcels along Westbury Avenue were used for commercial development and there was a small business cluster at the intersection of Old Country Road and Glen Cove Road. The remainder of the land, with the exception of a few vacant parcels, was industrially used. Twenty years later a map of the same industrial zone shows that the entire block, bounded by Glen Cove Road, Old Country Road, Meadowbrook Parkway and the railroad, has been converted to commercial use. Small portions of industrial land still exist in the three blocks north of the railroad. However, commercial use is the prime occupant of most of the land. The block to the west of Glen Cove Road, south of the railroad, is gradually being converted from industrial to commercial.

Even though this area is well located for industrial purposes since it has access to major roadways and railroad sidings, the high visibility of the land and the proximity of overpowering commercial uses caused the loss of a developed industrial center.

Photos 24, 25 and 26 illustrate the conversion of industrial buildings to various retail uses.

e—Example of Industrial Conversion—Syosset and E. Farmingdale

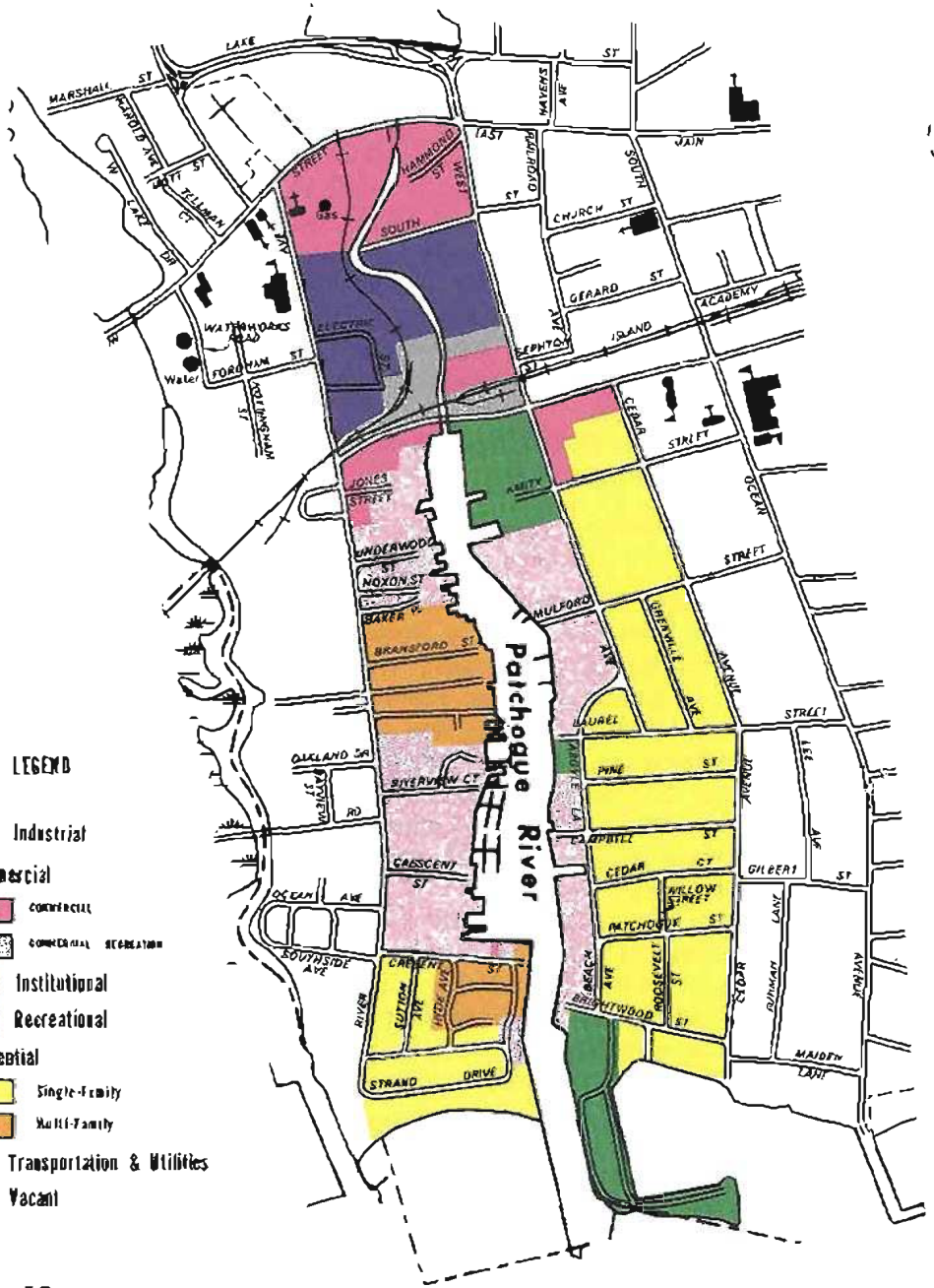
Photographs #27 and #28 indicate two additional examples of the changes that are occurring in the use of industrial buildings in this region. The office building in Syosset was originally used for commercial purposes as a discount department store, and was later recycled into an industrial building for the Grumman Corporation. The latest recycling has turned the parcel, which is located in an industrial park, into a commercial office building. The former Kollsman Instrument Company site, also in Syosset, is undergoing a similar recycling.

Within the Route 110 Corridor in East Farmingdale, a series of industrial warehouses have been converted to retail furniture stores. This conversion led to the construction of new commercial buildings used exclusively for retail purposes, thus creating a retail concentration in the midst of the largest industrial complex on Long Island.

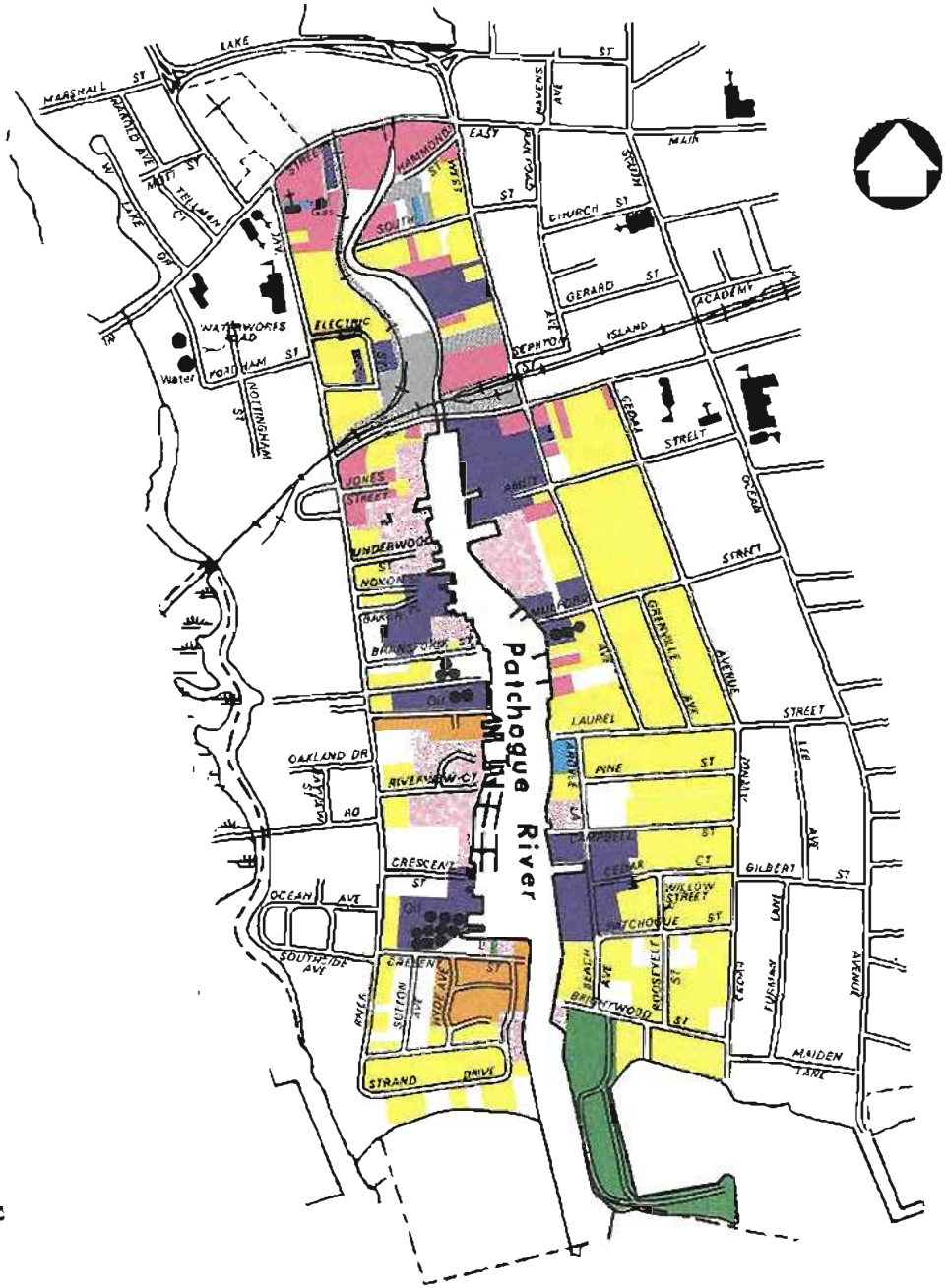
Vacant Industrial Buildings

Field surveys were done during 1979 to determine the location of vacant industrial buildings that are available for reuse at the present time. The Nassau County information is included in a report entitled *Vacant Industrial Space 1973-*

PLAN

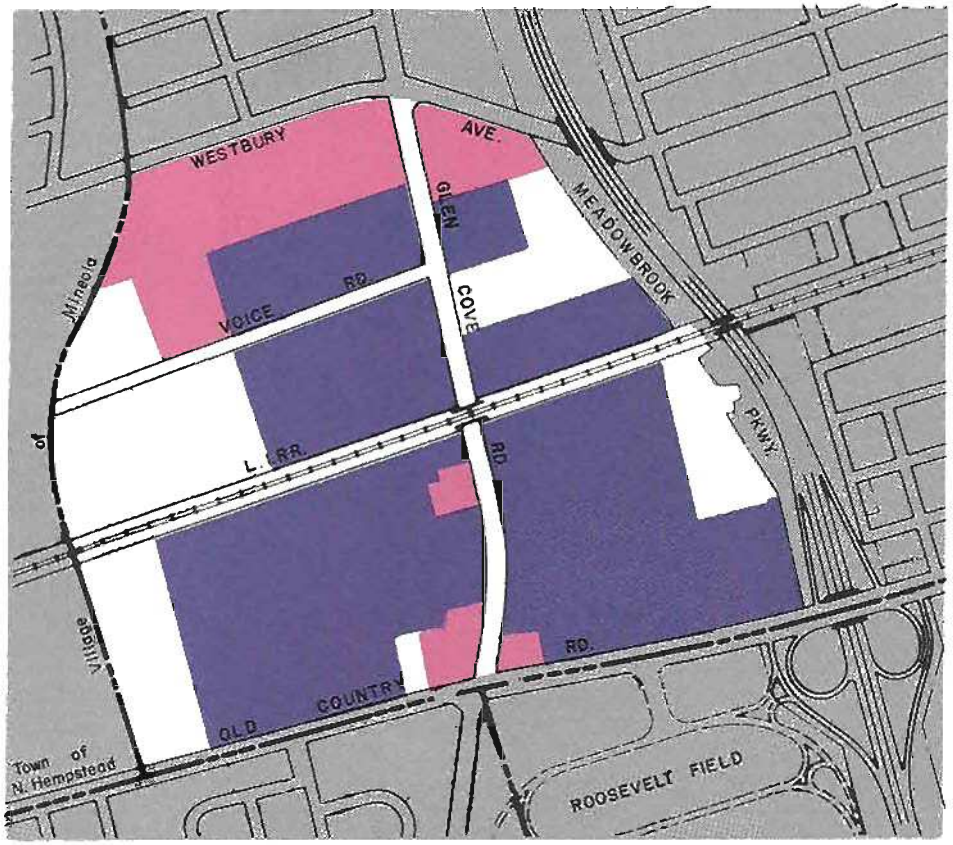


EXISTING LAND USE



Map 10

PATCHOGUE RIVER - Conversion of Waterfront Land



LEGEND

1960

1980

Industry

Commercial

Other

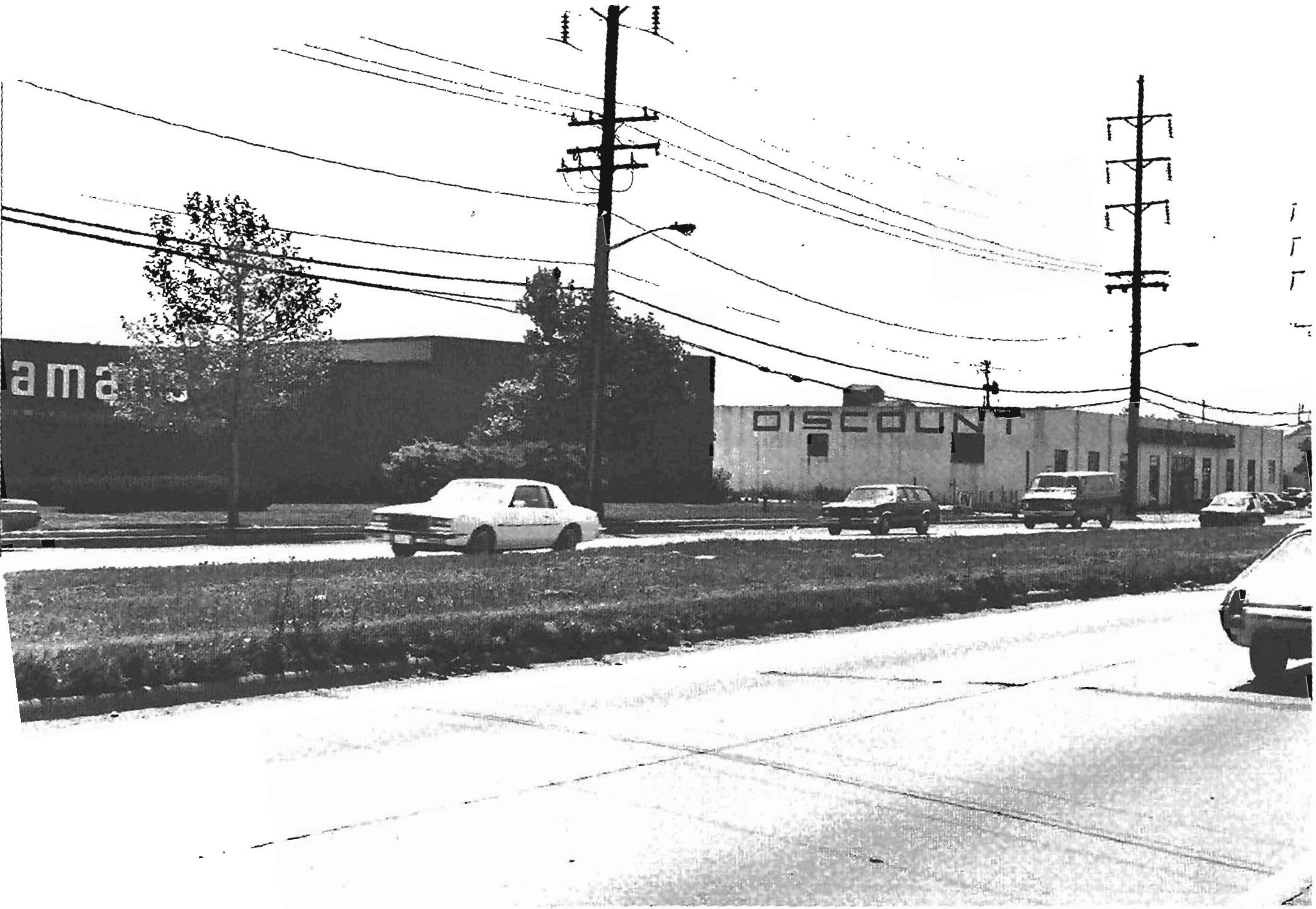
Map 11

CARLE PLACE - Industrial Conversion 1960 - 1980

24. Carle Place—Industrial Conversion

25. Carle Place—Industrial Conversion

26. Carle Place—Industrial Conversion



27. E. Farmingdale—Industrial Conversion

28. Syosset—Industrial Conversion

79, published by the Nassau County Planning Commission in October 1979. The Suffolk County information is from the field survey conducted during the summer and fall of 1979 by the staff of the Regional Planning Board.

In 1979 there were 4 million square feet of space available in industrial buildings in the bi-county area. This represents just under 3.5% of the total industrial floor area in the region and in each County. Suffolk County accounts for two and one-half million square feet of the total vacant space.

The Town of Hempstead accounts for almost one million square feet of available space and the Town of Islip has over 800,000 square feet. Babylon Town has two-thirds of a million square feet of vacant industrial space. The Town of Brookhaven has one-half million square feet available and in the Towns of North Hempstead and Oyster Bay there is approximatey one-third of a million square feet unoccupied. Town and community totals are shown in Table 6.

a—Nassau County Communities . . . . . .

There are ten communities in Nassau County that have vacant buildings with over 50,000 square feet of space that can be reused for industrial purposes. Garden City East heads the list with almost 400,000 square feet. The others, in order are Inwood with 244,580 square feet; West Hempstead, with 174,550; New Cassel, with 118,013; Plainview, with 102,754; Port Washington, with 75,000; North New Hyde Park, with 69,578; Garden City Park, with 53,223; Syosset, with 50,840; Glen Head, with 50,000.

Some of the industrial vacancies, such as those in Glen Head, North New Hyde Park and Syosset, represent a single building, but in most of the communities, the vacancies involve a number of buildings. The study indicated a total of vacant industrial buildings throughout the County that were presently not being used.

There are no discernible patterns in respect to the location of available industrial space. Half of the communities with a large amount of vacant space are located in the western half of the County and the other half are in the eastern part. Half of the vacant space is within proximity of rail service and the other half is removed from this type of access. Half of the total available space is in close proximity to the parkway and expressway system and the other half has access from secondary roads only.

b—Suffolk County Communities . . . . . .

There are 12 communities within Suffolk County that account for over 50,000 square feet of the industrial space that was found vacant in 1979. The communities of Brentwood, Yaphank and East Farmingdale are first, second and third, with 501,000, 320,000 and 304,000 square feet respectively. Hauppauge with 172,000 square feet, West Babylon with 131,000, North Bay Shore with 128,000 and Commack with 101,000 complete the group with over 100,000 square feet. The remaining communities with between 50,000 and 100,000 square feet are Holtsville, Calverton, Deer Park, Central Islip and Copiague.

The nearly 2.5 million square feet of vacant floor area in Suffolk County is found in 144 buildings, more than double the number of buildings that were found in the Nassau County survey. The geographic pattern of the vacancies is generally related to the location of large industrial concentrations in the four western towns of the County. There are only two communities with significant vacant space in the central portion of the County and only one in the East End.

TABLE 6
Vacant Industrial Space

NASSAU COUNTY

Town of Hempstead	(sq. ft.)
Freeport	40,591
Garden City East	399,080
Hempstead	35,753
Inwood	244,580
Island Park (V)	16,240
Lynbrook	8,578
Merrick	19,125
Oceanside	9,080
Roosevelt	6,000
West Hempstead	174,550
Town Total	953,577
Town of North Hempstead	
Albertson	5,250
Garden City Park	53.223
Greenvale	11,200
Mineola	11,000
New Cassel	118,013
New Hyde Park	8,109
North New Hyde Park	69,578
Port Washington	75,000
Pt. Washington No.	10,632
Westbury	2,000
Town Total	364,005
Town of Oyster Bay	
Bethpage	36,758
Farmingdale	7,000
Glen Head	50,000
Hicksville	41,739
Locust Grove	29,764
Oyster Bay	5,183
Syosset	50,840
Plainview	102,754
Town Total	324,038
County Total	1,641,620

SUFFOLK COUNTY

Town of Babylon	(sq. ft.)
Amityville	1,000
Copiague	51,000
Deer Park	58,000
East Farmingdale	304,000
Lindenhurst	29,000
North Amityville	3,000
North Lindenhurst	32,000
West Babylon	131,000
Wyandanch	18,000
Town Total	627,000
Town of Brookhaven	
Center Moriches	12,000
East Moriches	19,000
East Patchogue	21,000
Eastport	5,000
Farmingville	26,000
Holtsville	60,000
Lake Ronkonkoma	17,000
Medford	17,000
Middle Island	4,000
North Bellport	27,000
Patchogue	1,000
Port Jefferson Sta.	20,000
Selden	1,000
Yaphank	320,000
Town Total	550,000
Town of East Hampton	
Montauk	10,000
Town Total	10,000
Town of Huntington	
Commack	30,000
Huntington	45,000
Huntington Station	10,000
Town Total	85,000

Town of Islip	(sq. ft.)
Bay Shore	38,000
Bohemia	35,000
Brentwood	501,000
Central Islip	62,000
Hauppauge	2,000
Holbrook	12,000
Islip	15,000
Lake Ronkonkoma	22,000
North Bay Shore	144,000
Oakdale	3,000
Sayville	1,000
West Islip	9,000
Town Total	844,000
Town of Riverhead	
Aquebogue	2,000
Calverton	59,000
Jamesport	6,000
Riverhead	19,000
Wading River	9,000
Town Total	95,000
Town of Smithtown	
Commack	71,000
Hauppauge	170,000
St. James	4,000
Town Total	245,000
Town of Southampton	
Westhampton	7,000
Westhampton Beach	4,000
Town Total	11,000
Town of Southold	
Greenport	4,000
Mattituck	5,000
Town Total	9,000
County Total	2,476,000
Bi-County Total	4,117,620

Chapter 3...

Tax Issues

Vacant Industrial Land—Future Tax Resources

The available vacant land that is zoned for industrial purposes suggests a major tax advantage for certain school districts. However, the development pattern and demand for industrial space may diminish the value of potential revenue windfalls. For example, school districts such as Middle Island, Riverhead and Westhampton Beach with over 1,000, 2,000 and 3,000 vacant zoned acres are located at the fringe of or beyond the urbanized area and thus are not expected to experience large scale industrial development in the foreseeable future.

There are seven other school districts in the built-up portion of Suffolk County that are expected to experience the greatest amount of industrial growth, since they all have at least 500 acres of vacant land that could be developed in the next decade or two. A few of the districts in this group, such as Half Hollow Hills, Hauppauge and Connetquot, already have extensive industrial parks located within their borders and thus have the impetus for expansion. The others, which include Brentwood, Sachem, Patchogue-Medford and Three Village either have some existing industrial development or have the potential for development based on a nearby labor force.

Even though the significant amounts of vacant land are found in Suffolk County school districts, there are a few in Nassau County that can be expected to benefit from the shortage of available space in that County and the increased demand for the last remaining tracts of land. The Port Washington School District is clearly at the top of the list with close to 200 vacant acres. A few other districts such as Lawrence-Cedarhurst, Syosset, Hicksville and Oceanside, with between 25 and 50 available acres also have the potential for improving their overall tax base.

Industrial Land/Taxation Relationship

The relationship between high school taxes and land used for industrial purposes does not fit a set pattern. The statistics in this section fail to indicate a clear relationship between local tax rates and the locational decisions of industrial firms.

There is a relationship between high taxes and lack of developed industrial land as evidenced by Table 7. Table 7 was created from the New York State Controller's report which lists 1978 school tax rates on the basis of full value of real estate.

TABLE 7

School Districts on L.I. with Highest Tax Rates/$1000 Full Value

	School District	*Tax Rate*	*Used Industrial Land (acres)*	
1	Levittown	37.66	0	
2	Commack	35.10-32.28*	187	(14)**
3	Elwood	33.22	36	
4	Plainedge	32.12	0	
5	North Babylon	32.09	19	
6	Plainview-Old Bethpage	31.78	351	(9)
7	East Islip	31.70	92	
8	South Huntington	31.64	26	
9	North Bellmore	31.59	7	
10	West Babylon	31.58	94	
11	Bayport-Blue Point	31.58-31.25*	41	
12	Roosevelt	31.39	6	
13	Harborfields	31.11	62	
14	North Merrick	30.88	0	
15	Wyandanch	30.84	159	(18)
16	Smithtown	30.51	123	(20)
17	Bellmore	30.41	5	
18	Comsewogue	30.24	96	
19	Middle Country	30.22	8	
20	Long Beach	30.16	18	

*Located in two towns;
**Rank in top twenty districts with land used for industrial purposes.

With the exception of the Plainview-Old Bethpage District, which has over 350 acres of used industrial land, most of the other districts have less than average shares of industrial property. The average for these 20 school districts is only 66 acres of land used for industrial purposes. The region wide average for school districts in the urbanized area is over 100 acres.

Another way of looking at the effect of large amounts of industrial land on school tax rates is to compare the tax rates to the existence of land used for industrial purposes. The following table indicates the twenty school districts that have the bulk of the land used for industrial purposes at the present time.

TABLE 8

Long Island School Districts with the Largest Amounts of Zoned Industrial Land Used for Industrial Purposes

Rank	*School District*	*Used Industrial Land (Acres)*	*1978 Tax Rate/$1000 of Full Value*
1	Half Hollow Hills	1,048	29.19-30.02*
2	Riverhead	610	15.56-16.03*
3	Bethpage	593	26.01
4	Hauppauge	590	23.96-24.17*
5	Connetquot	396	29.79
6	Farmingdale	395	27.34-28.49*
7.	Brentwood	370	29.12
8	Deer Park	361	28.16
9	Plainview-Old Bethpage	351	31.78 (6)**
10	Middle Island	337	25.54
11	Hicksville	322	25.12
12	Syosset-Woodbury	290	25.58
13	Kings Park	202	25.94
14	Commack	187	32.28-35.10* (2)
15	Copiague	186	25.46
16	Patchogue-Medford	173	23.75
17	Westbury	165	24.01-24.28*
18	Wyandanch	159	30.84 (15)
19	Uniondale	153	22.85
20	Smithtown	123	30.51 (16)

*Located in two towns
**Rank in top twenty districts with highest tax rates

Only four highest tax districts are found in the top twenty group with used industrial land.

More than half of the school districts that have the most industry could be classified as being in the lower tax group in the developed portion of Long Island. However, other districts such as Plainview-Old Bethpage, Half Hollow Hills, Connetquot and Brentwood are in the highest tax group. Part of the reason is either rapid growth over a short period of time as occurred in Plainview-Old Bethpage and Half Hollow Hills, or the existence of a large number of single family homes that produce a limited amount of school taxes and a maximum of school children as in the case of Connetquot or Brentwood. The only conclusion that can be drawn from these examples is that the tax rates would have been considerably higher in all of these large, rapid growth districts, if there had not been concurrent industrial development.

Levittown and Commack, districts that are at the top of the list of those with high tax rates, could be compared to Connetquot and Brentwood. Each sustained a rapid growth increase in school population and is heavily dependent on property taxes levied primarily on homes of modest value. The parallel growth of industry in the latter two districts has not resulted in a low tax rate but appears to have held the rate below that of Levittown and Commack.

The school districts that have the lowest tax rates in the region have an insignificant relationship to manufacturing and non-manufacturing use of land. Table 9 outlines the school districts that have the lowest rate, along with the amount of land used for industrial purposes in each one of them.

TABLE 9

Long Island School Districts in Urbanized Area with Lowest Tax Rates/$1000 of Full Value

	School District	*Tax Rate*	*Land Used for Industry (acres)*
1.	Shoreham-Wading River	17.77-18.16*	11
2.	North Shore	17.89-18.45*	46
3.	Locust Valley	18.25	0
4.	Garden City	19.45	5
5.	Manhasset	19.93	1
6.	Port Jefferson	20.28	1

*Located in two towns

The table includes only those districts located in the urbanized portion of Long Island. Districts in the rural east end and resort areas have generally low tax rates because of a lack of young families with children. Three of the six districts that have the lowest rates have the tax benefits of Long Island Lighting Company power plants, which are classified as private utilities rather than industry. They are the Shoreham-Wading River, North Shore and Port Jefferson School Districts. The other three districts—Locust Valley, Garden City and Manhasset—all have high value single family homes and/or high value commercial areas within their boundaries. These low tax districts average only 10 percent of the mean amount of used industrial land for all urbanized area school districts. It appears that on Long Island the location of utility plants and the types of business or housing in a community may have a greater effect on the tax rate than the amount of industrial development.

Chapter 4...

Trends and Recommendations

Concentration of Specific Industries

Information about geographic location of certain industries is frequently requested by market research firms, developers, real estate brokers and planning consultants. Some corporate executives find it advantageous to be located adjacent to or alternately far from competition, while business services representatives wish to pinpoint concentrations of product manufacturing. This part of the report is designed to meet a portion of the business development needs on Long Island by presenting geographic tabulations and displays of the major industries that exist in the industrial districts throughout the region.

Appendix Table 4 indicates the Standard Industrial Certifications (SIC's) tabulated for this study. The SIC's for all cities and towns is shown in Appendix Table 5. The total square feet of floor space and for each SIC and the employment is also included in the table.[2]

[2]Employment was not included in the original Nassau County Industrial Study Based on the Suffolk County survey of building area and employees, a factor of employees per square feet for individual SIC's was applied to the Nassau building area data. Certain SIC's such as construction, building materials and automotive services are usually found in business zones as well as in industrial zones and there is a wide variation between size of building and number of employees. Therefore, no employment estimates were made for these SIC's. SIC's 14, 48, 49 and 80 are excluded from the table.

Table 10 summarizes the industrial components within the industrially zoned land in the major municipalities.

The Town of Babylon is clearly the industrial center of Long Island since it ranks first in number of firms, square feet of industrial space and industrial employees.

There are 20[3] SIC's that account for the major portion of all the industrial square footage in the region. These SIC's have been ranked according to square feet in each community to provide a geographic distribution of the important industries. Appendix Tables 6 through 24 rank the top ten communities by the number of square feet of industrial space in each of these important SIC's.

[3]SIC's 50 and 51, wholesale trade, durable goods and non-durable goods, have been combined in this analysis

Appendix Tables 7 and 8 are useful for pinpointing areas

TABLE 10

City and Town Ranking of Firms, Manufacturing & Non-Manufacturing, Square Feet of Industrial Space and Industrial Employees

	Firms		*Square Feet* (Thousands)		*Employees*
1. Babylon	1,959	1. Babylon	25,283	1. Babylon	42,584
2. Hempstead	1,005	2. Oyster Bay	19,443	2. Oyster Bay	35,679
3. Oyster Bay	906	3. Islip	13,849	3. Islip	23,361
4. Islip	896	4. Hempstead	11,429	4. Huntington	19,422
5. North Hempstead	773	5. North Hempstead	10,734	5. Hempstead	18,226
6. Smithtown	303	6. Huntington	7,478	6. North Hempstead	17,012
7. Brookhaven	265	7. Smithtown	7,129	7. Smithtown	14,801
8. Huntington	217	8. Brookhaven	3,346	8. Brookhaven	5,002
9. Southampton	69	9. Riverhead	1,663	9. Riverhead	4,839
10. Glen Cove	67	10. Glen Cove	1,449	10. Glen Cove	2,521
11. Riverhead	60	11. Southampton	430	11. Southold	389
12. Southold	41	12. Southold	346	12. Southampton	266
13. East Hampton	28	13. East Hampton	191	13. Long Beach	228
14. Long Beach	6	14. Long Beach	119	14. East Hampton	148

of non-durable goods employment. The monitoring of pollutants would be primarily related to those industries found in Tables 12-14. Tables 19 through 21 contain defense oriented industries. Table 23 and 24 include industries that generate a greater proportion of truck traffic than employee traffic. Maps 12 through 19 indicate the top ten communities in industrial floor space for 9 important Standard Industrial Classifications in the region.

Industrial Zoning Changes

Industrial land on Long Island has been used and reused for industrial purposes or absorbed into other land use classifications in the last decade. However, the actual zoning that is done by local municipalities reflects a very stable pattern with little modifications to the total amount of zoned industrial land. The previous decade accounted for the significant increases in industrial rezoning, especially in Suffolk County.

Reductions in industrial zoning occurred in the Village of Northport and the Town of East Hampton. Reductions in Bridgehampton and additions in Westhampton resulted in a net gain in land zoned in the Town of Southampton, as a whole. Other additions ocurred in Hauppauge, West Babylon, Melville, Medford and Yaphank. Even though there is a supply of vacant industrially zoned land that far exceeds the needs, and applications are continually filed to remove land from the industrial category, few changes occur. Often there is opposition from school districts that view a change from industrial to residential zoning as a loss of tax base coupled with a potential increase in school children. This type of conflict surfaces even if it appears likely that the land may never be needed or used for industrial purposes and the school system has excess capacity. Even if the residential tax generation would provide more revenue to the local school district, the opposition does not completely disappear.

Comprehensive Plan Recommendations for Industrial Use

The 1970 Comprehensive Plan for Nassau and Suffolk Counties included recommendations for a series of large industrial concentrations generally located in the central corridor of the Island. Some of these reflected existing industrial developments and others envisioned mostly new additions to the industrial resources. The latter group includes a number that are under extensive development at the present time, such as the Port Washington sand pit area, Woodbury, Melville, East Farmingdale, Wyandanch, Hauppauge, and Medford. Other proposals from the plan such as Mitchel Field, North Amityville, East Setauket, and Westhampton, are in the planning stage. Industrial complexes in Holbrook, Middle Island and Yaphank can be anticipated in the future decades. Some of the plan proposals such as those involving portions of Commack, Ronkonkoma, Manorville, Wading River and Brookhaven, are no longer deemed desirable, primarily for environmental reasons. Some have been deleted in the Plan Revisions that have been completed and approved by the Regional Planning Board.

A comparison of the land zoned for industrial purposes and the comprehensive plan recommendations for industrial land use indicates a close correlation in the central portion of the Island. The exceptions are parcels used for parks, such as in Hicksville and Freeport, race tracks, office complexes in Melville, Lake Success and Hauppauge, shopping centers in Carle Place, Garden City East, Oceanside and Massapequa East, plus the airports that exist in various communities.

The greatest difference between the land zoned for industry and plan recommendations for industrial use occur on the waterfront and in the eastern part of the Island. Tourism related facilities and agricultural preservation are important plan proposals that conflict with some industrial zones.

Recommendations for Additions and Subtractions to Industrially Zoned Land

The industrial survey has shown that large areas of industrially zoned land are committed to commercial uses, such as Roosevelt Field Shopping Center or to various public uses, which, if they are in isolated industrial zones, could easily be placed in a more suitable category.

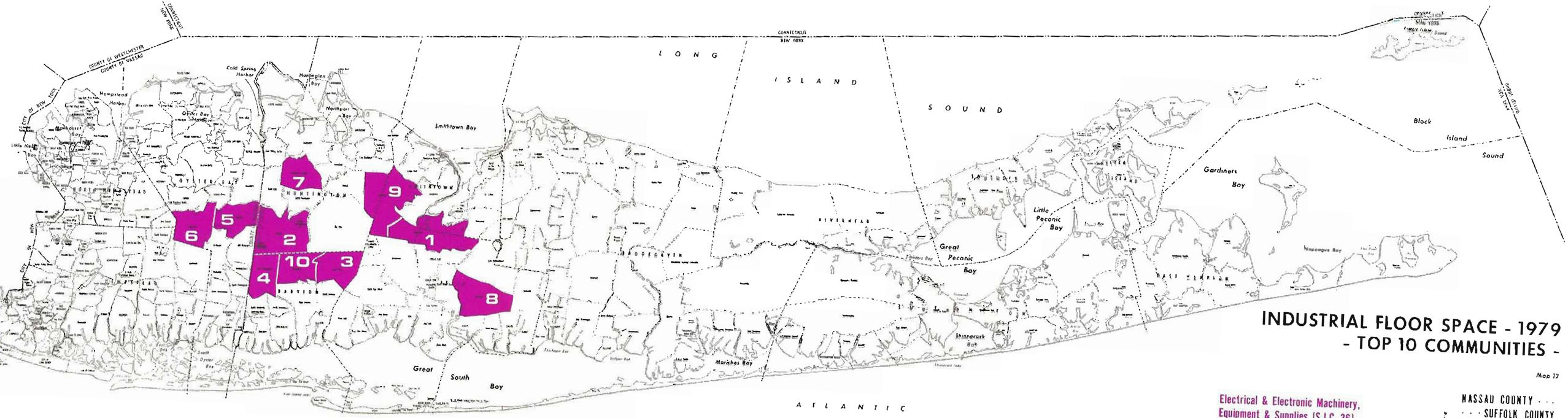
Residential neighborhoods that are in sound condition or can be rehabilitated should also be removed from industrial categories since the continuation of the prevailing zoning usually leads to lack of maintenance and deterioration in anticipation of a change from residential use.

There are certain tracts of residential land that were surveyed and found to be totally surrounded by industrial development, such as in Melville and West Babylon. They should be rezoned to industrial. This would add more industrially zoned land and preclude future land use conflicts.

Many waterfront sites are zones for industry but are far more attractive for water-dependent uses. Sandmining and oil storage are typical examples of uses to be phased out. Waterfront tracts in Port Washington North, Glen Cove, Roslyn, Island Park, Freeport, Mattituck, Southold and Montauk that are zoned for industry are more desirable in a marine commercial use.

The extensive amount of industrially zoned land in the eastern part of Long Island is far in excess of the total industrial needs in the foreseeable future. It is recommended that the continuation of agricultural uses be encouraged by rezoning the prime land to a low intensity use.

Map #20, Land Zoned for Industry—Recommended Revisions, summarizes the proposals for additions or subtractions to the existing industrial zones throughout the Island.



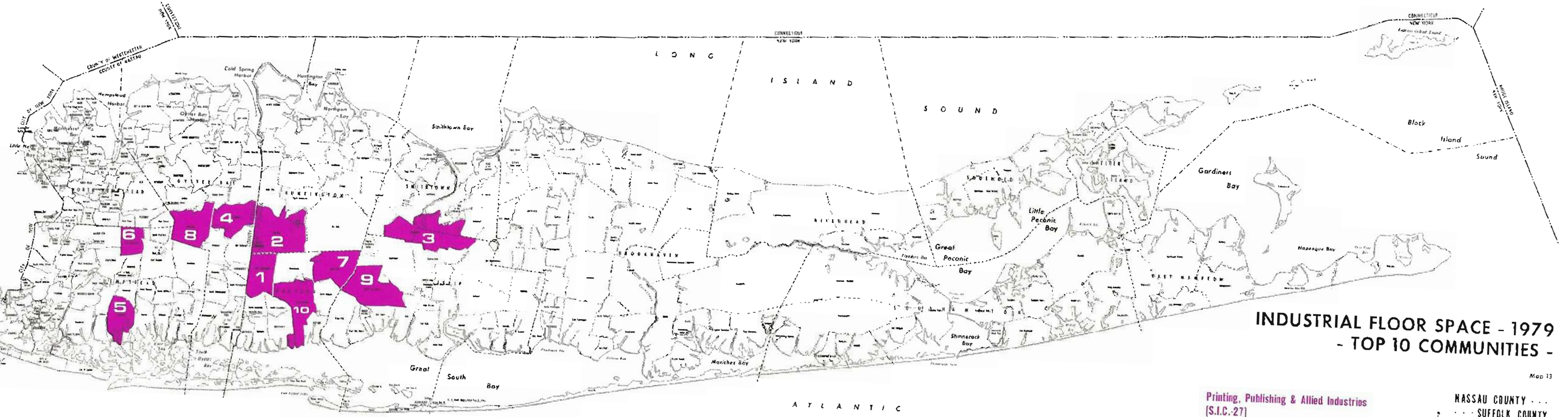
INDUSTRIAL FLOOR SPACE - 1979
- TOP 10 COMMUNITIES -

Map 12

Electrical & Electronic Machinery, Equipment & Supplies (S.I.C.-36)

NASSAU COUNTY . . .
. . . SUFFOLK COUNTY

scale in miles
long island new york

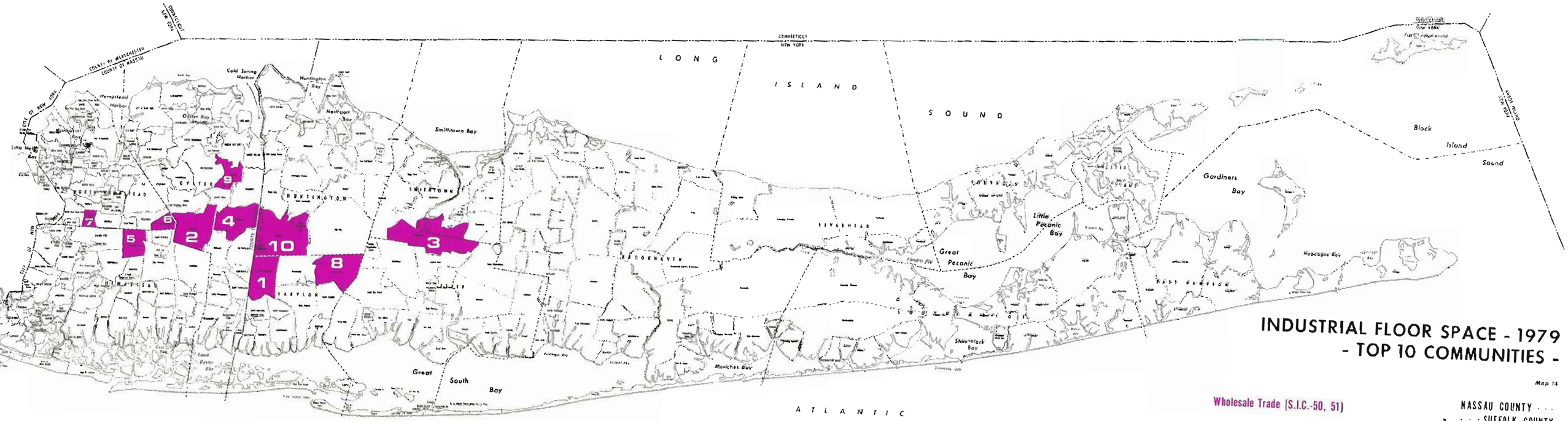


INDUSTRIAL FLOOR SPACE - 1979
- TOP 10 COMMUNITIES -

Map 13

Printing, Publishing & Allied Industries
(S.I.C.-27)

NASSAU COUNTY . . .
. . . SUFFOLK COUNTY



INDUSTRIAL FLOOR SPACE - 1979
- TOP 10 COMMUNITIES -

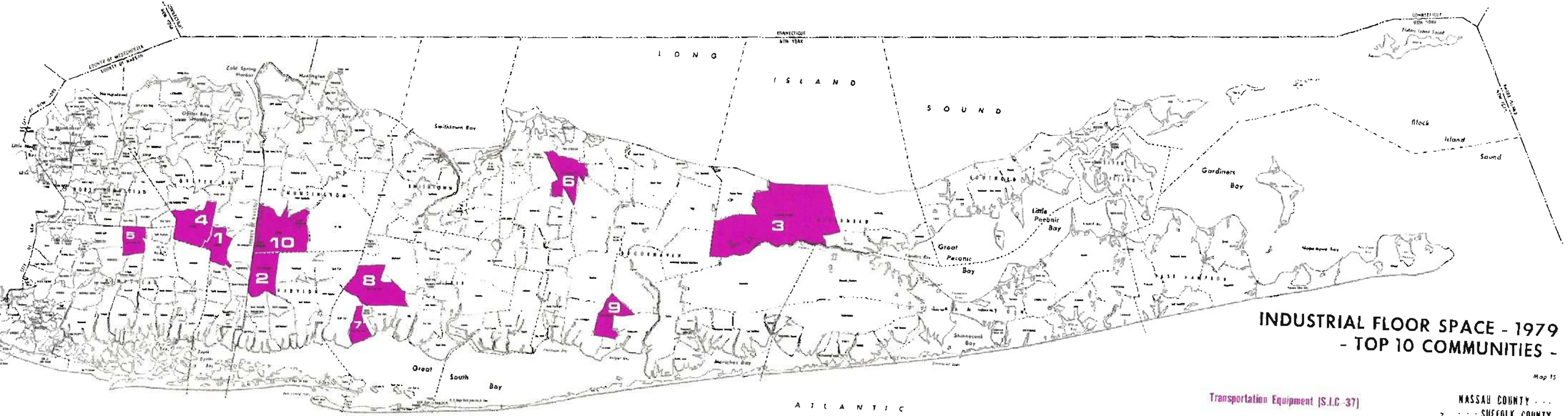
Map 14

Wholesale Trade (S.I.C.-50, 51)

NASSAU COUNTY . . .
. . . SUFFOLK COUNTY

scale in miles

long island
new york



INDUSTRIAL FLOOR SPACE - 1979
- TOP 10 COMMUNITIES -

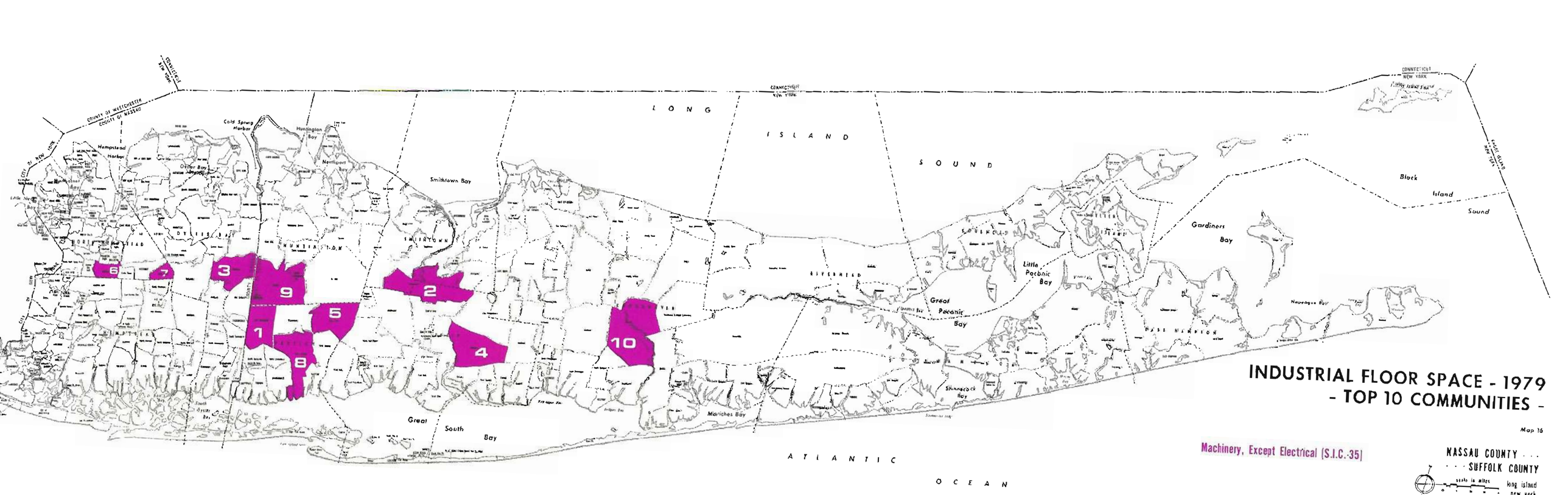
Map 15

Transportation Equipment (S.I.C. -37)

NASSAU COUNTY . . .
. . . SUFFOLK COUNTY

long island
new york

LONG ISLAND REGIONAL PLANNING BOARD



INDUSTRIAL FLOOR SPACE - 1979
- TOP 10 COMMUNITIES -

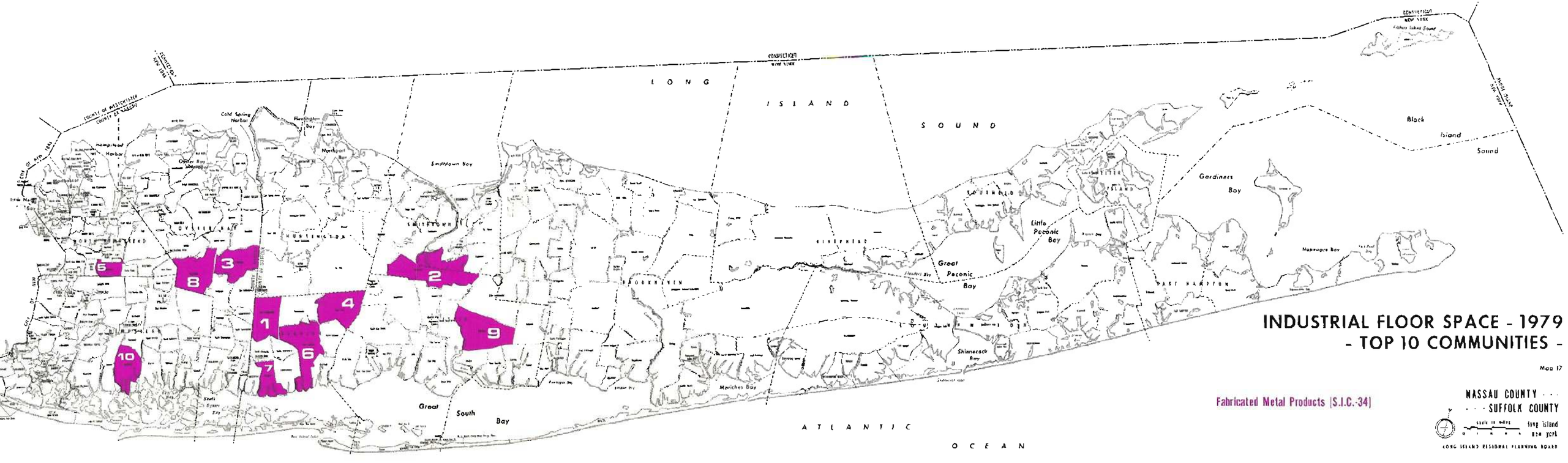
Map 16

Machinery, Except Electrical (S.I.C.-35)

NASSAU COUNTY . . .
. . . SUFFOLK COUNTY

scale in miles

long island new york



INDUSTRIAL FLOOR SPACE - 1979
- TOP 10 COMMUNITIES -

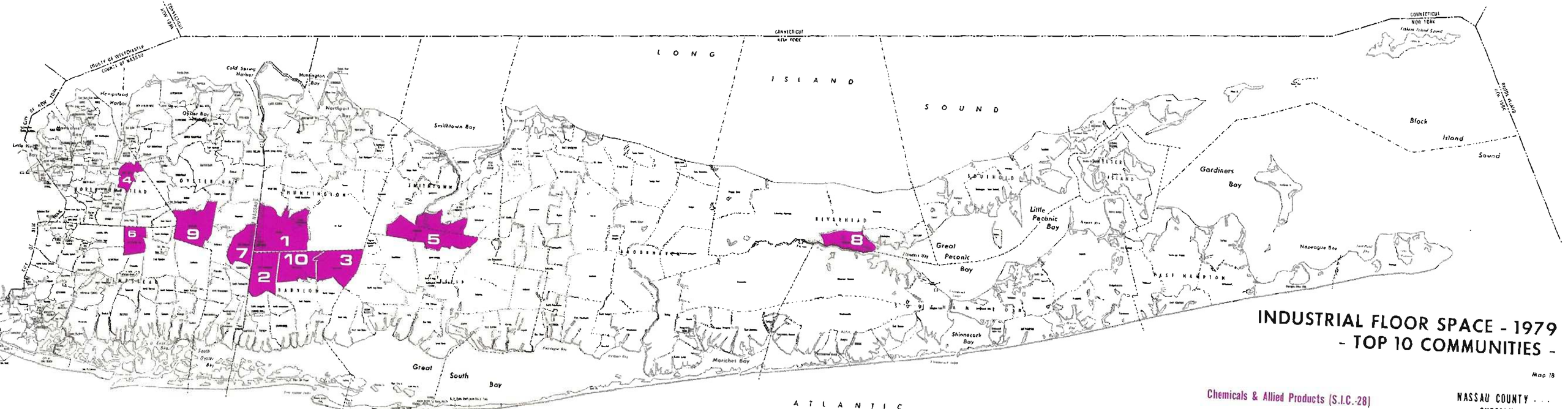
Map 17

Fabricated Metal Products (S.I.C.-34)

NASSAU COUNTY . . .
. . . SUFFOLK COUNTY

scale in miles
long island
new york

LONG ISLAND REGIONAL PLANNING BOARD



INDUSTRIAL FLOOR SPACE - 1979
- TOP 10 COMMUNITIES -

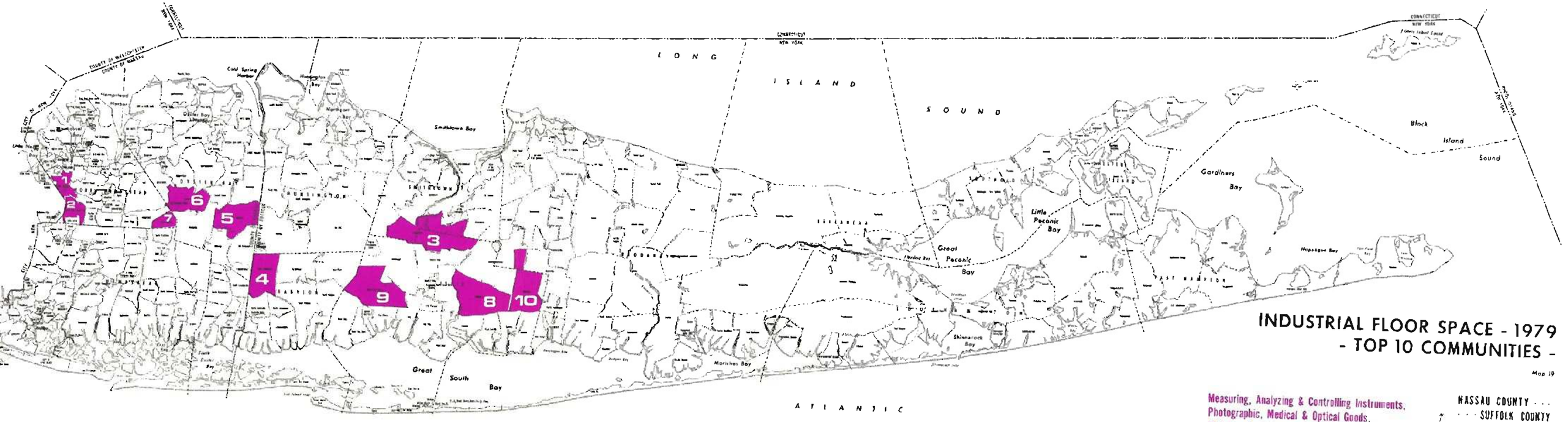
Map 18

Chemicals & Allied Products (S.I.C.-28)

NASSAU COUNTY . . .
. . . SUFFOLK COUNTY

scale in miles
long island
new york

LONG ISLAND REGIONAL PLANNING BOARD



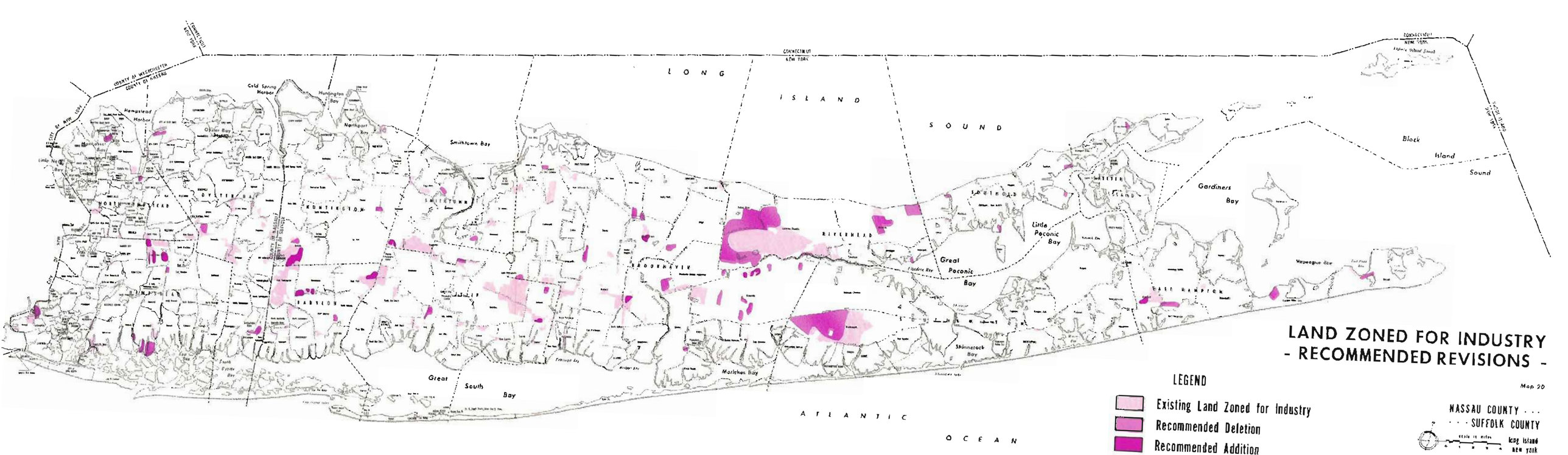
INDUSTRIAL FLOOR SPACE - 1979
- TOP 10 COMMUNITIES -

Map 19

Measuring, Analyzing & Controlling Instruments, Photographic, Medical & Optical Goods, Watches & Clocks (S.I.C.-38)

NASSAU COUNTY . . .
. . . SUFFOLK COUNTY

LONG ISLAND REGIONAL PLANNING BOARD



LAND ZONED FOR INDUSTRY
- RECOMMENDED REVISIONS -

Map 20

LEGEND

- Existing Land Zoned for Industry
- Recommended Deletion
- Recommended Addition

NASSAU COUNTY . . .
. . . SUFFOLK COUNTY

scale in miles

long island new york

Chapter 5...

Industrial Corridors -A Case Study

Route 110 Corridor

a—Preface . . . . . .

The Long Island Area Development Agency, as well as the Long Island Regional Planning Board, has identified New York State Route 110, a major north south artery in the middle of Long Island, as an important industrial growth center for the Island. This should help to attract further Federal funding to this area. Federal assistance is already being provided for the development of an industrial park on the site of Zahn's Airport at the southeast portion of the Corridor. Mitchel Field in the center of Nassau County is the only other new growth center identified for Long Island by the Area Development Agency.

The Corridor has great potential in terms of future employment opportunities and a substantial long term boost to the economy of Long Island. At present, it is the major industrial employment area on Long Island and is expected to gain industrial employment while also attracting a mix of office jobs and related services.

The purpose of this plan is to propose the kind of development that would best serve the surrounding region and to plan for a type of road and mass transit system that would facilitate development. The implementation of a plan for this area requires the combined efforts of the business community, government and interest groups.

b—Regional Setting . . . . .

The 110 Corridor is a major employment area that is rapidly developing into an urban center. It is located at the center of population of Long Island and includes parts of the Towns of Babylon, Oyster Bay, and Huntington.

Most of the Corridor is zoned for industry. The areas surrounding the Corridor are generally zoned and used for residences.

The Farmingdale central business district is included in the Corridor. The Huntington and Amityville central business districts are at the north and south ends of Route 110.

There are major commercial strips on the periphery or adjacent to the 110 Corridor, along intersecting roads such as Sunrise Highway, Hempstead Turnpike, Jericho Turnpike,

29. Oblique Aerial—Route 110 Corridor

Old Country Road, New York Avenue and Broadway. These roadways handle heavy traffic in the outlying areas of the 110 Corridor.

There are some areas of high density residential development immediately to the west of the Corridor in Nassau County and to the south, from Massapequa to Babylon; however, most residential development is at medium density of 2-4 dwellings per acre. Lower density housing is found in the West Hills area to the northwest and in Melville and Dix Hills to the east.

The Corridor, which generally parallels, and in some areas actually includes the Nassau-Suffolk boundary, is bordered on the west by Bethpage State Park, Old Bethpage Village, Manetto Hills and West Hills County Parks. It is bordered on the east by the National Cemetery and other private cemeteries such as Pinelawn, St. Charles, New Montifiore and Mount Ararat.

There are few entertainment centers that are within close proximity to the 110 Corridor. The most well-known centers within 10 miles of the area are the Westbury Music Fair and Nassau Coliseum. The PAF Playhouse is not far from the northern edge of the Corridor.

Two educational centers are located within the Corridors: SUNY at Farmingdale and the Polytechnic Institute of New York.

The main line of the Long Island Railroad as well as the Central Branch bisect the 110 Corridor. The Montauk Branch runs parallel to Sunrise Highway south of the Corridor.

The Main Line, which runs through the central portion of the Island, services the Corridor via stations at Farmingdale, Republic and Pinelawn. The Central Branch provides access via the limited use South Farmingdale Station. Limited bus service provides some connection with the railroad system and with the Corridor and surrounding areas.

The communities and villages located on the perimeter of the 110 Corridor contribute to its activities. Integration of the industrial, commercial, residential, recreational and entertainment facilities within and outside of the Corridor is an essential step in maximizing the value of the area as an employment center.

The aerial photograph on the facing page is a view of the Corridor looking north along Route 110 from the industrial complex at East Farmingdale towards the office-industrial concentrations in Melville.

c—Existing Zoning . . . . . .

There are four major zoning categories in the 110 Corridor: light industrial, office-commercial, commercial and residential, as shown on the existing zoning map (Map 21).

Table 11 shows the number of acres of industrially zoned land in the 110 Corridor portion of the three towns and the Village of Farmingdale.

TABLE 11

Municipality	*Acres*
Babylon Town	2,035
Huntington Town	1,219
Oyster Bay Town	236
Farmingdale Village	16
Total	3,506

Industrial zoning provisions vary from town to town. The central portion of the 110 Corridor in the Town of Huntington is zoned L-1, Light Industry. This category permits a 30% lot coverage with a minimum lot size of 6 acres. A small amount of industrial zoned property in Huntington is zoned for 33-1/3% lot coverage with a minimum lot size of 3 acres. In contrast, the Town of Babylon is also zoned light industry, but the light industry zone permits more intensive uses than in Huntington. The lot coverage is greater, 40%, and the minimum lot size is 15,000 square feet. A new planned industrial zone in the Town of Babylon requires that all new industrial buildings in that zone be constructed on parcels containing no less than one and one half acres.

Differences in regulations in the two towns have created a marked difference in the appearance of their respective portions of the Corridor. The Huntington office-commercial development comprises large complexes with strongly related elements, while many of the Babylon industrial park developments are separate, totally unrelated buildings,

spaced very close together.

The Town of Oyster Bay industrial zone provisions are generally somewhat less restrictive than those in the Town of Huntington; somewhat more restrictive than those in the Town of Babylon. (see Appendix Table 2) The light industrial district requires a minimum lot size of 1 acre and allows 60% maximum coverage. The Village of Farmingdale zoning categories are less restrictive than those of the towns.

d—Existing Land Use and Potential Development

The existing land uses and road systems indicate the intensity of development in the Corridor. Route 110 traverses the site in a slightly diagonal line from the northeast to the southwest and forms the spine of this linear center.

There are commercial office complexes located along Route 110 from the Northern State Parkway south to Ruland Road. Most of the industrial uses tend to be located further south, primarily in the Town of Babylon. West Hills County Park, low density residential, and developing commercial areas along Route 110, frame the northern portion of the Corridor. Along the northeastern portion of the Corridor, there are a few hundred acres of farmland which are used for the production of flowers and truck crops. South of Bethpage-Spagnoli Road and north of the State University at Farmingdale there is considerable infilling of commercial uses such as restaurants and sales outlets for boating and camping equipment. A retail furniture center is located along 110 south of SUNY and north of the main line of the Long Island Road. This center also includes various electronics firms. To the south of the Long Island Railroad, on the east side of Route 110, there are large industrial complexes such as Fairchild Republic and Cutler Hammer adjoining Republic Airport. To the west of 110 are truck-oriented establishments and mixed commercial uses. Most of the land area south of SUNY at Farmingdale and to the west of 110 is bordered by a large residential development, which limits further industrial or commercial development to the west. The University, Bethpage State Park and Old Bethpage Village also define the western border and confine development. Constraints to development east of 110 include cemeteries and Republic Airport. Most of the land that is immediately adjacent to Route 110 is developed, except for several vacant parcels north of SUNY, and large parcels at the 110-109 intersection. Industrial subdivision plats are already on file for most of the latter area.

Housing, several institutions, and the Zahn's Airport property dominate the southern portion of the Corridor. (See Existing Land Use Map 22).

Within the Corridor, most of the vacant developable land in Babylon is zoned for industry. In Oyster Bay there are both industrial and public parcels that can be used more intensively. In Huntington, vacant or redevelopable lands include primarily residential and industrially-zoned land. More than one-half of the farmland west of Wellwood Avenue and north of Ruland Road is zoned for industry. There is also a considerable amount of farmland, and of land now in institutional use that is zoned for residences. In the office-industrial area, between Route 110 and Pinelawn Road/Wellwood Avenue the trend has been to rezone residential land for industry.

Table 12 provides a breakdown, by municipality and current status of the estimated total acres of potentially developable land. Approximately 1/3 of the land is already zoned for industrial use.

TABLE 12

Potentially Developable Land

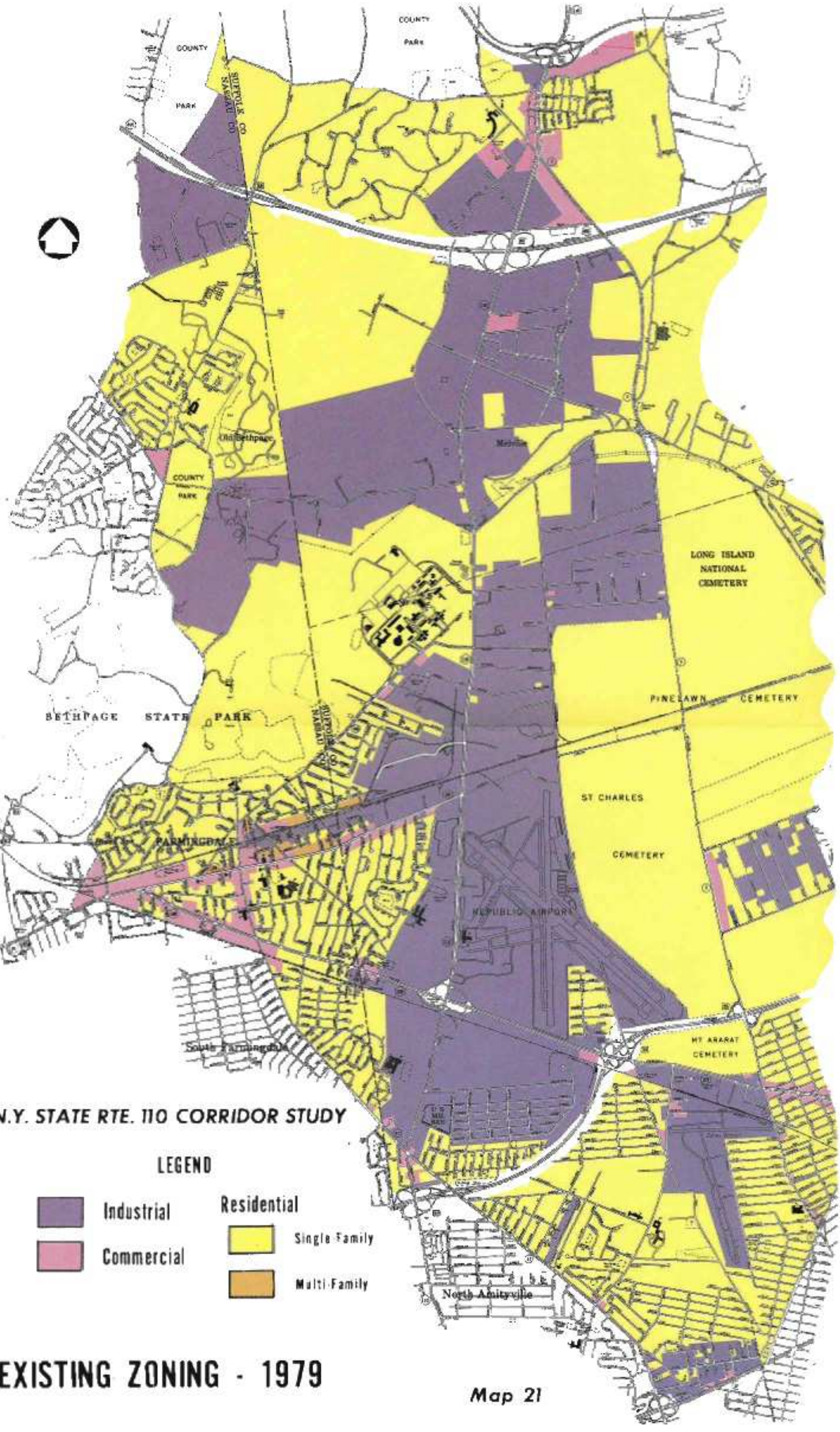
Town	Agriculture	Woodland	Institutional Lands: Sandmine	Institutional Lands: No Longer Required	Institutional Lands: Other Vacant	Miscellaneous	Total
Babylon	18	280	—	15	107	186	606
Huntington	512	556	304	12	134	37	1,555
Oyster Bay	—	—	—	50	9	204	263
Total	530	836	304	77	250	427	2,424

Approximately 50% of the acreage listed in the above table is already in some temporary or more permanent use, such as farming, sandmining, low intensity commercial or industrial activities and public recreation.

The majority of the redevelopment opportunities appear to be in the Melville area in the Town of Huntington. The

EXISTING ZONING - 1979

Map 21

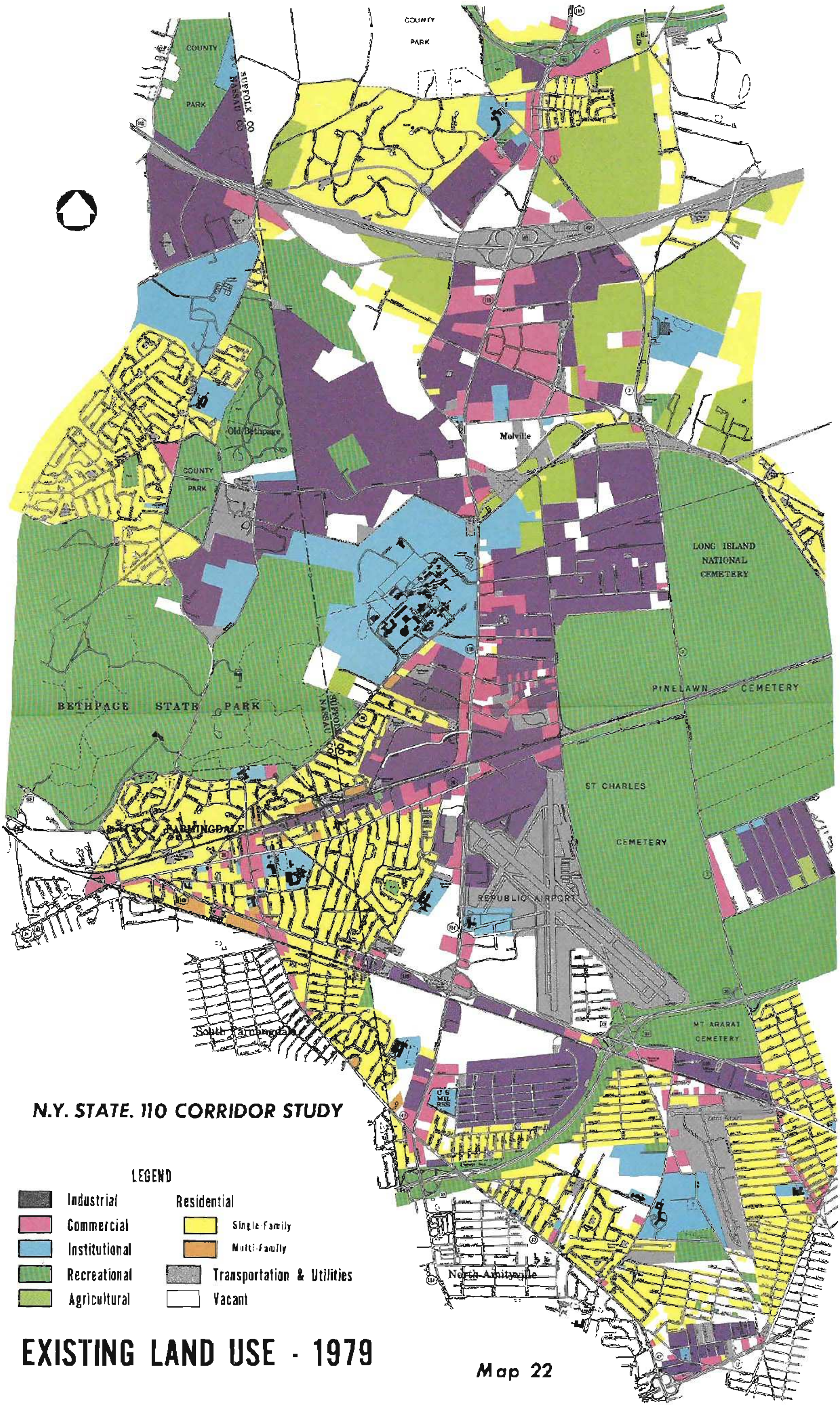


EXISTING ZONING - 1979

Map 21

EXISTING LAND USE - 1979

Map 22



N.Y. STATE. 110 CORRIDOR STUDY

EXISTING LAND USE - 1979

Map 22

existing sandmining site north of Bethpage-Spagnoli road is a prime area for redevelopment. In Oyster Bay, the Nassau County Sanitorium site could be more intensely developed for institutional use, for a planned community, or for an office/industrial complex.

There are also existing institutional parcels, some of which have recently been sold, that have potential for redevelopment. In the Town of Babylon. Zahn's Airport and the surrounding properties constitute the largest acreage suitable for redevelopment. There are also several institutional parcels, including a Federally-owned parcel; a school site; some of the land at Republic Airport; and a strip of commercial property along Route 110 that are suitable for redevelopment.

e—Visual Analysis

This section describes some of the visual aspects of the 110 Corridor. Visual features include buildings, roads, topography, signs, landscaping, lighting, focal points, color, texture, etc. The available controls such as zoning, site plan review, roadway and transportation planning, and land use, if coordinated, can be used to provide continuity in the visual impage of the area.

The public is generally aware of the negative aspects of an area such as congestion, chaos, monotony and visible air pollution, as well as of positive aspects. The public is well aware of the potential value of harmonious surroundings and visual interest. This is one reason why European and various American cities interest tourists. These cities provide a sense of place, scale and identity.

The test of how pleasing and interesting a place really is can be measured by its ability to attract tourists as well as local and regional inhabitants. A positive visual impression is a reflection of the overall understanding of the area, vis-a-vis a strong mental image. The physical components of this image can be expressed in terms of district (a grouping of similar buildings), road systems, district edges or boundaries and nodes or centers of activity.

In evaluating the components of the 110 Corridor, it should be noted that the major office district between the Long Island Expressway and Duryea Road is well defined by the uniformity of building type expressed by repetion of window treatment, landscaped front yards and similar setbacks from Route 110. Traveling south, the State University at Farmingdale displays a well-related center in terms of form, topography and road systems. The next focal point, a tall, white water tower, appears off Gazza Boulevard as Route 110 gradually bends to the southwest. Further on, the Long Island Railroad's elevated Main Line forms the boundary between the industrial area to the north, and the large Republic Airfield to the south. Republic Airfield, with its barbed wire fence, forms the boundary or edge on the eastern side of Route 110. The airfield's southern boundary is well defined by Route 109 and the Long Island Railroad, both of which are depressed at Route 110. Further south, toward Southern State Parkway, an office building provides a focal point on the west side of Route 110.

A major problem contributing to the visual disorientation of visitors to the area is the discontinuity of the road system. Route 110 itself is a continuous north-south road but passages through the Corridor are few and fragmented. In most cases, a section of Route 110 must be traveled in order to cross this north-south Corridor in an east-west direction. The disjointed pattern of the road system is a feature which adds to highway congestion in the Corridor.

The Route 110 Corridor also displays problems in respect to edge or boundary delineations. The major office district in the northern portion of the Corridor provides an example of this problem. It does not contain a strong eastern edge or boundary. Instead it appears to be meandering eastward on a lot by lot basis, resulting in unclear boundary delineation.

f—Existing Road Circulation Conditions

New York State Route 110 is the only continuous north-south road that traverses the Corridor, connecting Northern State Parkway with Southern State Parkway. Round Swamp Road, the western Corridor boundary, originates at Jericho Turnpike, and ends at Quaker Meeting House—Bethpage Road, directly south of Bethpage State Park, with an indirect connection to Bethpage Parkway. Wellwood Avenue, on the eastern boundary of the Corridor, is an important north-south

road that extends southward to Great South Bay. To the north, it becomes Pinelawn Road, which feeds into 110 north of the Long Island Expressway. There is no direct road connection to New York Avenue across the Long Island Expressway except via Route 110.

The two east-west parkways, the Long Island Expressway, Old Country Road, and Route 109 are major east-west arteries that cross the Corridor. All other roads cover short distances and are usually blocked by development, or are disconnected because of poorly aligned intersections. Thus, this road layout imposes extraordinary demands upon the capacity of Route 110. In order to go east or west, it is necessary to travel north and south on Route 110 for a portion of the trip. The following Table 13 shows peak hour intersection totals.

Route 110 was originally conceived as a limited access highway. However, there are a number of short east-west roads that intersect Route 110 and in many cases there are no other nearby outlets or alternative routes. Many times during the rush hours, these secondary and feeder roads are backed up with traffic waiting to turn onto Route 110. During the morning rush hour, cars are backed up waiting to turn off Route 110.

Route 110 is a six lane road for a short distance from Pinelawn Road to the vicinity of Baylis Road. North and south of this section, it is a four lane road in the Corridor area. It becomes a two lane road north of Jericho Turnpike in a congested business area, and remains a two lane road until it ends on the east side of Huntington Harbor.

All along Route 110 there are problem intersections that collectively contribute to the traffic congestion. There are numerous locations where during rush hour, turning movements in a single direction exceed 200 per hour. At Conklin Street, one-directional turning movements exceed 500 per hour.

TABLE 13

Number of Vehicles Entering Intersections During the Peak Hours Along Rt. 110

	Going South		*Going North*		*Total Peak Hour*
	Mornings	*Evenings*	*Mornings*	*Evenings*	
Walt Whitman Road	2,065	2,649	1,309	1,628	7,651
Ruland Road	1,791	2,043	1,392	1,812	7,038
Bethpage-Spagnoli Road	1,741	1,994	1,615	1,646	6,996
Melville Road	921	1,192	1,325	1,338	4,776
Price Parkway	1,011	1,941	1,731	1,239	5,922
Conklin Street	851	2,534	1,553	962	5,900
Allen Boulevard	886	1,893	1,759	876	5,414
Great Neck Road	420	1,951	1,725	976	5,072

Source: Based upon information provided in the NYSDOT-1978 intersection Analysis

The intersections with the greatest number of turning movements (beginning near the southern end of the Corridor at Great Neck Road) are as follows:

Great Neck Road	
Allen Boulevard	(110 is the only access road)
AIL	(110 is the only access road)
Fairchild	(has access to 110, Conklin Street and New Highway)
Conklin Street	
Price Parkway	(serves a land-locked area)
Melville Road	
SUNY at Farmingdale	
Bethpage-Spagnoli Road	
Walt Whitman and Old Country Roads	
Northern State Parkway	

Source: New York State Department of Transportation

Some of the intersections with the highest accident cases in Suffolk County are located along route 110. They include Southern State Parkway interchange, Allen Boulevard, Route 109 interchange, and Bethpage-Spagnoli Road. (See Table 14).

Calculations made from data provided by the New York State Department of Transportation, 1978 Speed-Delay Analysis Study, show that "peak hour" travel speed from Baylis Road to Conklin Avenue (3.7 miles) is about 12 miles per hour, from Conklin to the Southern State Parkway it is 16 mph., and from Southern State Parkway south it is 28 mph.

Some of the reasons for the congestion on Route 110 are as follows:

1. The road is operating above design capacity.
2. Right and left turns tend to slow traffic. There are not enough turning lanes.
3. Some of the roads that intersect Route 110 are also operating at a greater than design capacity or do not connect with alternative roads. Many of the secondary and collector roads are too narrow.
4. The lack of alternate routes is partially a result of

TABLE 14

Route 110 Intersections with the Greatest Number of Accidents 1975-1978

Location	*Portion of Route 110*	*Ranking*	*No. of Accidents*
Great Neck Road	SSP-109	1	131
Allen Boulevard	SSP-109	2	110
Conklin Street	SUNY to Conklin St.	3	102
Southern State Parkway	SSP-109	4	47
Gazza Boulevard	SUNY to Conklin St.	5	40
Bethpage-Spagnoli Road	Baylis Rd. to SUNY	6	39
Ruland Road	Baylis Rd. to SUNY	7	38
Route 109	109 to Conklin St.	8	34
Sherwood Avenue	SUNY to Conklin St.	9	33
Milbar Boulevard	SUNY to Conklin St.	10	29
Melville Road	SUNY to Conklin St.	11	28
Price Parkway	SUNY to Conklin St.	12	25

Source: Based upon information provided in the NYSDOT—3 year Accident Analysis

the existing large scale uses, such as Bethpage Park, the various cemeteries, the sand mine, Old Bethpage Village, and SUNY at Farmingdale. These land uses limit the opportunities for the creation of through roads. There are also established residential and central business districts that confine traffic to a few corridors. The railroad lines are also a barrier.

5. The area lacks a hierarchy in the road system; it has major highways, only one major arterial, no through minor arterials, and few collector roads to service the many secondary roads.

Several of the most critical circulation problems are 1) the lack of a four-way intersection at Conklin Street and New Highway, 2) the lack of a major road connecting Conklin Street directly to Long Island Avenue between Route 110 and Wellwood Avenue, 3) a north-south non-aligned intersection occurs at Ruland Road between Maxess Road and Republic Road, 4) a poorly functioning intersection at Colonial Springs Road, Ruland Road, 5) need for a more direct connection between Round Swamp Road and Bethpage Parkway.

A Suffolk County Department of Transportation Study[1]

[1]Transportation Improvement Plan, NYS Route 110 Corridor, Suffolk County Department of Transportation, July 1979

gives average speeds for a length of Route 110 for morning and evening peak hour periods.

The study also notes that traffic on Route 109 from Route 110 east to Southern State Parkway interchange moves at 15 mph during the evening rush hour. In the evening traffic on Wellwood Avenue southerly from Southern State to Route 109 also moves at 15 mph, while in the morning traffic on Pinelawn Road from Half Hollow Road to the Long Island Expressway moves at the same slow rate of speed.

There are deficiencies in access from Sunrise Highway north into the Babylon industrial area. The intersection of New Highway and Straight Path is at an oblique angle and the Sunrise Highway/Straight Path intersection currently has more accidents than any other in Suffolk County. Going west on Sunrise to Straight Path to New Highway requires a sharp left and sharp right turn. The New Highway access from Sunrise Highway needs to be improved.

TABLE 15

Average Peak Hour Travel Speed on Route 110

Section on Route 110	*A.M. Southbound Traffic*	*P.M. Southbound Traffic*
Northern State Parkway-Old Country Road	0-15 m.p.h.	20+ m.p.h.
Old Country Road-L.I.E.	25+ m.p.h.	30+ m.p.h.
L.I.E.-Conklin Street	20+ m.p.h.	
L.I.E.-Bethpage-Spagnoli Road		25+ m.p.h.
Bethpage-Spagnoli Road-Southern State Parkway		15 m.p.h.
Southern State Parkway south		30+ m.p.h.
Conklin Street, south	30+ m.p.h.	

Section on Route 110	*A.M. Northbound Traffic*	*P.M. Northbound Traffic*
Southern State Parkway-Route 109	30+ m.p.h.	
Route 109-Bethpage-Spagnoli Road	20+ m.p.h.	
Bethpage-Spagnoli Road, north	25+-30+ m.p.h.	
Southern State Parkway-Conklin Street		25+-30 + m.p.h.
Conklin Street-Northern State Parkway		20+ m.p.h.

There are a few areas where new access is needed to serve existing and proposed land uses including: 1) the extension of Baylis Road to Round Swamp Road, 2) the extension of Bethpage-Spagnoli Road to Wellwood Avenue, 3) the extension of Old Walt Whitman Road to Bethpage-Spagnoli Road, and south to SUNY at Farmingdale, 4) the direct connection from Republic Road to Maxess Road, which has been proposed by Suffolk County Department of Transportation and is now a part of the County Road System, 5) the extension of Pinelawn Road-Wellwood Road across the Long Island Expressway to provide a direct connection with New York Avenue, and 6) direct access to Route 109 from the manufacturing area near Allen Boulevard.

The westbound Long Island Expressway service ramp to Pinelawn Road was recently completed along with the north and south service roads connecting Pinelawn Road east to Half Hollow Road.

The service road south of the Long Island Expressway and west of 110 is presently under construction. West of 110, construction of the north service road is proposed after the completion of the south service road.

The New York State Department of Transportation proposed Long Island Expressway service roads and off-on ramps will be of great benefit once completed. East bound traffic from the Long Island Expressway will be directed to Walt Whitman Road instead of route 110.

The parallel service roads will partially relieve the load on the Long Island Expressway by receiving traffic destined for one exit east or west of route 110 off the main roadway. New on-ramps east of route 110 allow eastbound access to the Long Island Expressway from Pinelawn Road.

g—Origins and Destinations

A Long Island Regional Planning Board study, based on the 1970 census, of origin of trips to the Route 110 Corridor showed a predominance of trips coming from the southeast, east, northeast, southwest and south. Nassau County residents accounted for over 30% of the daily trips into the Suffolk County portion of the 110 Corridor.

According to the Suffolk County Department of Transportation, 60,000 work trips per day are made to and from the Corridor and 91% of those trips are made by car.

h—Existing Mass Transit

Mass transit plays a very minor role in transporting people to and from and within the Corridor area at this time.

Two railroad lines, the Main Line and the Central Branch, traverse the area. There are three main line stations: Farmingdale, Republic and Pinelawn. The South Farmingdale Station is the only station on the Central Branch in the Corridor. The Massapequa, Amityville, Copiague and Lindenhurst Stations are located just south of the Corridor; and the Huntington Station is located four miles north. The Wyandanch Station is located directly east of the cemeteries that border the Corridor.

The existing bus routes in the Corridor area are listed in Table 16 and displayed on the Existing Bus Routes (Map 23).

Some of the main problems with the existing bus system are summarized below:

1) The Corridor lacks east-west and north-south oriented bus routes that can bring people from the densely developed residential areas to the Corridor. An effective bus mass transit system requires an adequate road system. The Corridor lacks major east-west and north-south roads. There are no east-west buses that traverse the northern portion of the Corridor. Continuous north-south buses through the western part of the Corridor are also lacking due to an inadequate north-south road system and constraining land use. Route 110 does not have a bus that runs its entire length.

2) Some of the road systems are operating at or above capacity, resulting in unreasonable travel time for bus passengers.

3) The road system is not designed to handle buses. Adequate lanes and turnouts are not provided.

4) The bus systems do not adequately serve existing industrial, commercial and institutional development within the Corridor; several buses travel roads located on the perimeter, but do not directly serve the industrial and office parks.

5) The buses do not run at frequent enough intervals during the day, particularly during rush hour.

6) Some of the buses do not run during rush hour.

7) Buses do not provide adequate service from the railroad stations to the intensely developed areas.

8) Shelters are not provided to protect riders from uncomfortable weather conditions.

A number of traffic-mass transit generators are located within and near the Corridor boundaries. These are indicated on Map 28. Land uses in and adjacent to the Corridor indicate that there is a potential for increased mass transit. The densely developed residential areas to the south and west, including Massapequa, North Lindenhurst, Amityville, Lindenhurst, and South Farmingdale would benefit from improved mass transit service. Residents of Nassau to the west and Suffolk to the east would benefit from an improved east-west bus system, directly south of the Long Island Expressway.

Cutler-Hammer, one of the industries with large numbers of employees in the 110 area, has 1,000 employees.[5] There are also several large regional shopping centers just outside the Corridor boundaries, and several institutions within the boundaries, including SUNY at Farmingdale.

[5]1978 Suffolk County Directory of Manufacturers, Suffolk County Department of Commerce and Industry, 1978.

TABLE 16

Existing Bus Service To And Within The Corridor

Bus No.	*Company*	*Route*	*Frequency*	*Weekday Hours*	*Trip Time*
S-1	Huntington Coach Corporation	Halesite to Upper Melville Route 110 to Walt Whitman Mall	½ hour to Northern State but only twice in the morning and twice in the evening to the upper Melville area.	6:20 a.m. to 7:05 p.m. *Weekend Hours* 9:20 a.m. to 6:30 p.m. on Saturdays	20 to 30 minutes
		Twice in a.m. and p.m.—Route 110 to L.I.E. South Service Road to Pinelawn Road to Route 110.			
S-21	Alert Coach Lines, Inc.	Walt Whitman Mall to Bar Harbor Shopping Center	1 hour	9:10 a.m. to 5:45 p.m.	30 to 50 minutes
S-21A	Alert Coach Lines, Inc.	Suffolk State School to Amityville Dock	1 hour	6 a.m. to 5:45 p.m. *Weekend Hours* No service between 8:40 and 4:30	30 to 50 minutes
S-31	E. B. T. Bus Company	Copiague to Suffolk State School	2 round trips daily	7:30 a.m. to 5:40 p.m.	40 to 60 minutes

TABLE 16 (Cont'd.)

Existing Bus Service To And Within The Corridor

Bus No.	*Company*	*Route*	*Frequency*	*Weekday Hours*	*Trip Time*
S-33	Lindenhurst Bus Company	Wellwood Avenue and Shore Road, north on Wellwood to Route 109, east of 109 to Straight Path to the Wyandanch Station	30 minutes to 2 hours	6:15 a.m. to 4:40 p.m.	20 to 30 minutes
S-35	Lindenhurst Bus Company	Great South Bay Shopping Center to Lindenhurst Railroad Station, north on Wellwood to Newark St., east Newark to Indiana Avenue, north on Indiana to Sunrise Highway, west on Sunrise to Wellwood, north on Wellwood to 17 St., east on 17 St. to Straight Path, south to Straight Path to Wellwood	30 minutes to 2 hours	5:55 a.m. to 6:15 p.m.	20 to 30 minutes
N-72	Metropolitan Suburban Bus Authority	Hempstead to Babylon Railroad Station	1 hour	9 a.m. to 5 p.m.	35 to 55 minutes
N-71 (not shown on map)	Metropolitan Suburban Bus Authority	Hempstead to Sunrise Mall Conklin St., Main St., Great Neck Rd. to Carmans Road	1 hour	6:15 a.m. to 9:15 p.m. 6 a.m. to 7:40 p.m. on Saturdays	45 minutes
N-79	Metropolitan Suburban Bus Authority	Mineola to Walt Whitman Mall via Hicksville	1 hour	6:20 a.m. to 7:20 p.m.	45 minutes

Source: Suffolk County Bus Routes. Transportation Planning Unit of the County Executive Office, Suffolk County, Hauppauge, 1975.

With the anticipated development in the area, the number of people working in the Corridor could double. Development of land zoned for industrial use could yield 40,000 employees. The development of non-industrially zoned land could produce additional generators and create further demand for mass transit as indicated in the following table.

Opportunities do exist for significant improvements in mass transit. Land needed for mass transit facility development is available. Suitable parcels of vacant land adjacent to major road intersections are still available for Park and Ride Lots. Land is also available for the relocation of the South Farmingdale railroad station.

There is a Park and Ride Lot east of 110 at the Long Island Expressway, but at this time there are no regularly scheduled buses to pick up passengers destined for points westward and eastward.

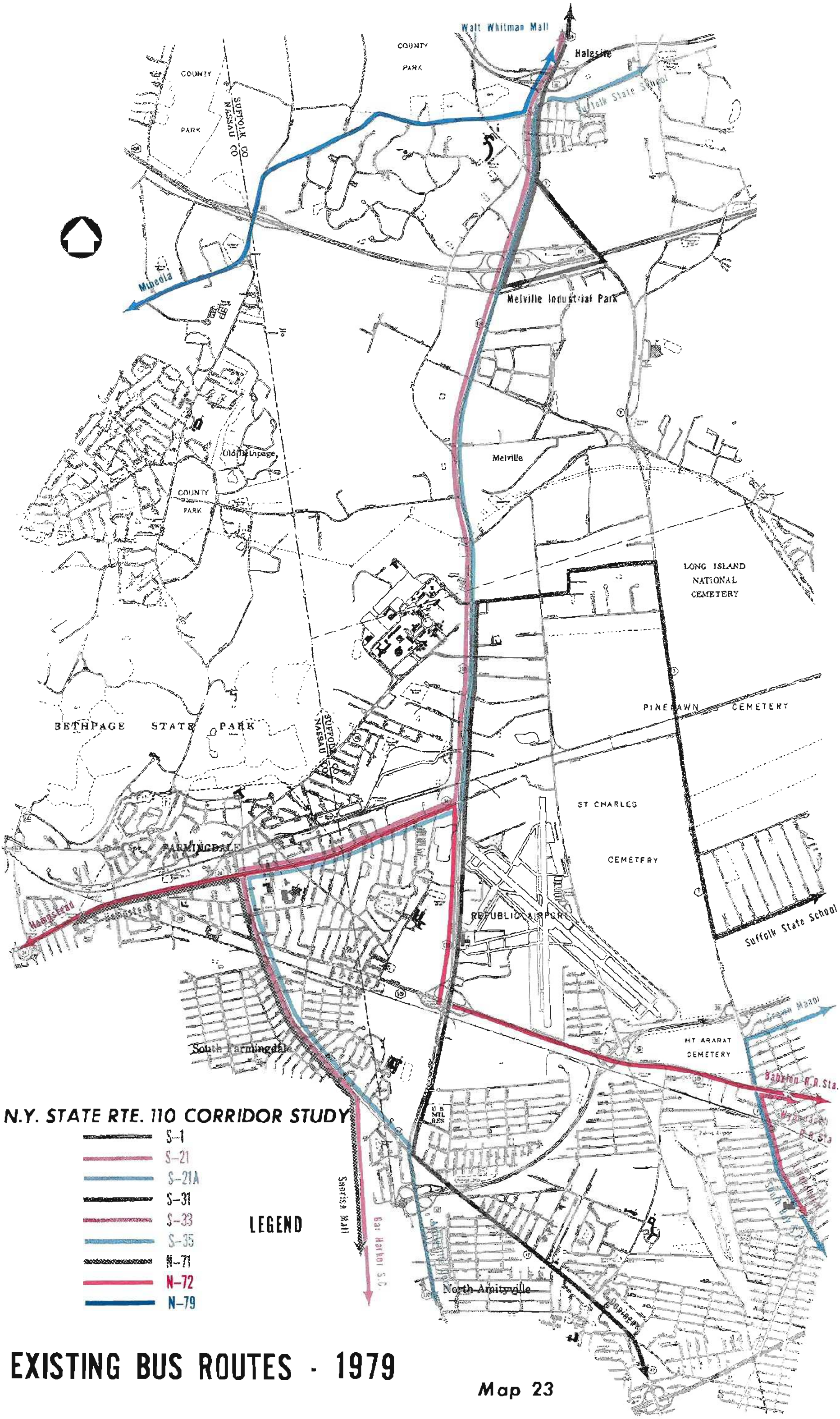
TABLE 17

Non-Industrially Zoned Land with Development Potential

Town	*Existing Land Use (acres)*	*Proposed Land Use (Acres)*	*Potential Building Area (sq. ft.)*	*Number of New Future Jobs*	*Number of New Dwelling Units*	*Number of Additional People in Housing*
Babylon	56.0	Utility-Transportation	975,744	4,025		
	25.1	Commercial	437,342	1,785		
	13.9	Medium Density Residential			48	168
Total	95.0		1,413,086	5,810	48	168
Huntington	412.2	Medium Density Residential			740	2,590
	260.9	Low Density Residential			273	956
	168.0	Industrial	2,414,966	3,119		
	92.6	Commercial	1,331,107	6,342		
	61.4	Agriculture		–9		
	39.1	Utility-Transportation		21		
	19.1	High-Density Residential			171	428
Total	1,053.3		3,746,073	9,473	1,184	3,974
Oyster Bay	211.8	Institutional				
	21.7	Commercial	311,933	1,560		
Total	233.5		311,933	1,560	0	0
TOTAL	1,381.8		4,495,348	16,843	1,232	4,142

EXISTING BUS ROUTES - 1979

Map 23



EXISTING BUS ROUTES - 1979

Map 23

i—Proposed Land Use Plan . . . . . .

The goals of the Proposed Plan include the more efficient utilization of the Corridor through the improvement of the capacity and functioning of the road system, the creation of increased opportunity for jobs and economic expansion and the provision for uses that complement the existing uses; and the integration of the land use patterns in the emerging "downtown" with the development patterns in the adjacent communities.

The Land Use Plan (Map 24) illustrates the recommended uses for vacant land, redevelopment proposals for underutilized parcels, the Multi-Use Center, the proposed road system for the Corridor and the land use related proposals for the improvement of mass transportation.

The 110 Corridor area is one of the most significant areas for potential industrial growth. According to the plan, 840 acres of land are recommended for industrial use (See Table 18). This represents 2/3 of the vacant industrially zoned land in the Towns of Oyster Bay, Babylon and Huntington.

If the plan is implemented, a 75% increase in the number of jobs within the Corridor, or over 50,000 new jobs, can be anticipated.

Industrial or commercial development of all of the vacant land within the Corridor would result in more than a doubling of the demand upon the road system. Therefore, the plan recommends off-peak hour uses for some of the vacant parcels in order to reduce the demands upon the road system during the rush hours. The remainder of the vacant parcels and those parcels with redevelopment potential are recommended for industrial and commercial uses.

From a regional view, the Melville office-industrial complex is strongly defined by limiting its growth to Pinelawn-Wellwood Avenue on the east and Round Swamp Road on the west. The proposed land use pattern on the western side of Route 110, in the Town of Huntington, begins with the relatively urban, CBD type development, including the Hilton Hotel and the Multi-Use Center at Bethpage-Spagnoli Road, and becomes medium density condominiums. The Plan calls for low density, single-family housing and parkland just to the north of the condominiums. A large percentage of the wooded moraine is preserved. An open space system, including a pedestrian walk, connects the residential uses with the Multi-Use Center. Limiting growth of the area is expected to foster an intensification of development that will result in a more vital center. Due west of the Multi-Use Center, land is allocated for the infilling of industrial buildings and the establishment of a proposed solid waste recovery and energy plant. The recovery center will use solid waste generated by the Corridor area as a source of fuel for nearby industrial buildings and will recycle useable materials.

Very little change is recommended in the area of SUNY and Bethpage State Park, except in the road system. Land use changes are proposed for a small area within the Village of Farmingdale where redevelopment to more intense commercial uses is contemplated.

For the southwest portion of the study area, some infilling of industrial and commercial uses and conversion of a public parcel to private industrial use is recommended.

Since the Route 109-110 intersection and the Zahn's Airport area are already being developed for industrial and some commercial uses, the Plan does not recommend any changes. Transportation and mass transit proposals are designed to support the anticipated increase in jobs in this and other areas in the Corridor.

Recommendation for the land in the southeastern area include the establishment of a piggyback railroad terminal and intensification in the use of some industrially zoned parcels. A mix of commercial-office, commercial services, and industrial uses are proposed for the vacant parcels east of 110 and west of Pinelawn Road in the Town of Huntington. The parcels to the east of Pinelawn Road should remain in lower intensity uses. The demand for flowers for the nearby cemeteries should allow some of the nurseries to remain viable. Just east of Pinelawn Road, low density, clustered housing is recommended with preservation of some of the farmland for truck farming.

Commercial uses are suggested for the vacant underutilized parcels south of Northern State Parkway and adjacent to 110. The former 110 Drive-in site is designated

TABLE 18

Trip Generation Potential for the Proposed Land Uses Within the 110 Corridor

Town	*Proposed Land Use*	*Number of Acres*	*Daily Trips/ Acre*	*Number of Daily Trips*	*Peak Hour Trips/Acre*	*Number of Peak Hour Trips*
Babylon	Residential	13.9	16	222	2	28
	Utility-Transportation Center	46.0	173	7,958	35	1,610
	Park and Ride	10.0	108	1,080	90	900
	Commercial	25.1	370	9,287	37	929
	Industrial	511.7	89	45,541	18	9211
Total		606.7		64,088		12,678
Huntington	Low Density Residential	260.9	11	2,870	2	522
	Medium Density Residential	412.2	16	6,595	4	1649
	High Density Residential	79.2	32	2,534	10	320
	Utility-Transportation	47.1	108	5,087	90	4,239
	Commercial	362.0	89	28,364	37	13,394
	Industrial	318.7	370	133,940	18	5737
	Agricultural	61.4	less than 1	31	less than 1	6
	Institutional	13.1	76	996	11	144
Total		1,554.6		180,417		26011
Oyster Bay	Utility-Transportation including a Park and Ride	11.3	108	1,220	90	1,017
	Commercial	28.9	370	10,693.0	37	1.069
	Industrial	11.4	89	1015.6	18	205
	Institutional	21.8	76	1657	11	2330
Total		73.4		13,365		3604

Source: Trip Generation Rates, Transportation Improvement Plan, N.Y.S. Route 110 Corridor by Suffolk County Department of Transportation, August 1979

LAND USE PLAN

Map 24

COUNTY PARK

COUNTY PARK

SUFFOLK CO
NASSAU CO

Old Bethpage

COUNTY PARK

Melville

LONG ISLAND NATIONAL CEMETERY

BETHPAGE STATE PARK

SUFFOLK
NASSAU CO

PINELAWN CEMETERY

ST CHARLES CEMETERY

FARMINGDALE

REPUBLIC AIRPORT

MT ARARAT CEMETERY

South Farmingdale

North Amityville

N.Y. STATE RTE. 110 CORRIDOR STUDY

LEGEND

- Industrial
- Commercial
- Institutional
- Recreational
- Agricultural
- Residential
  - Single-Family
  - Multi-Family
- Transportation & Utilities

LAND USE PLAN

Map 24

for intensive commercial uses such as hotel and supportive activities, combined with transportation facilities that would include bus transfers and limousine service. Such a center would facilitate transfers between local and regional mass transit.

The proposed road system represents an effort to meet the demands created by the existing use of the Corridor, as well as that anticipated as a result of future development. (See Highway Proposals—Map 27).

The proposed road networks should result in a reduced usage of Route 110 and the Long Island Expressway, and an increased usage of east-west routes to and across the Corridor. The availability of alternate access routes to the Corridor will increase opportunities to improve bus service. Buses will be able to serve portions of the Corridor that were previously inaccessible.

j—Plan for the Multi-Use Center . . .

A Multi-Use Center is proposed for a portion of the present sand mining site north of Bethpage-Spagnoli Road and west of Walt Whitman Road. (See Map 25). The purpose of the center is to provide alternate land uses and increased off-peak hour use (other than 8:00 a.m. to 6:00 p.m.), which will reduce future traffic during the rush hours. It is intended that the Multi-Use Center would provide entertainment, food and other services and housing diversity near the industrial office area, while complementing the other uses within the Corridor. The provision for a variety of uses is expected to encourage people to utilize the Corridor other than during the working day.

The Center comprises approximately 236 acres. On the perimeter, the Plan includes the proposed hotel and convention center, the relocated Westbury Music Fair, an outdoor concert area, and various commercial buildings accommodating banks, real estate offices and travel agencies.

The centrally located entertainment center consists of diverse restaurants, health clubs, specialty food shops, boutiques, movie theaters, book stores, a legitimate theater, skating rink and other entertainment related commercial services. The Center encloses an outdoor-indoor garden with seating areas that serve the commercial establishments. All of the establishments are linked by covered pedestrian walkways.

At the northern portion of the Center there are two clusters of attached condominiums. The pedestrian walkway system connects these units with the lower density housing area further to the north and with the entertainment center. The housing area facing Walt Whitman Road includes some local shopping for the convenience of the residents and nearby office workers. Locating residential units and commercial uses in close proximity insures constant activity for the commercial establishments. Workers in the nearby office and industrial development can take advantage of the many available facilities.

The various uses within the Multi-Use Center are served by a perimeter collector road, located parallel to and connecting with the minor arterial road system that surrounds the site. The internal open space created by the parallel road system allows for free pedestrian movement and a continuous bicycle path.

The siting of buildings in the Multi-Use Center is considered extremely important in establishing a general orientation. It is recommended that a point within the office concentration be punctuated by a landmark or significant building. A taller central building would supply a focus for the multi-use center which is proposed near the middle of the office complex. The proposed hotel at the corner of Bethpage-Spagnoli and Route 110 will serve as a focal point and a point of orientation in approaching the Center. Other office and commercial buildings located on the perimeter of the site serve as smaller focal points, and the form and location of the buildings and pedestrian paths would direct attention to the centrally located entertainment center (See Map 26).

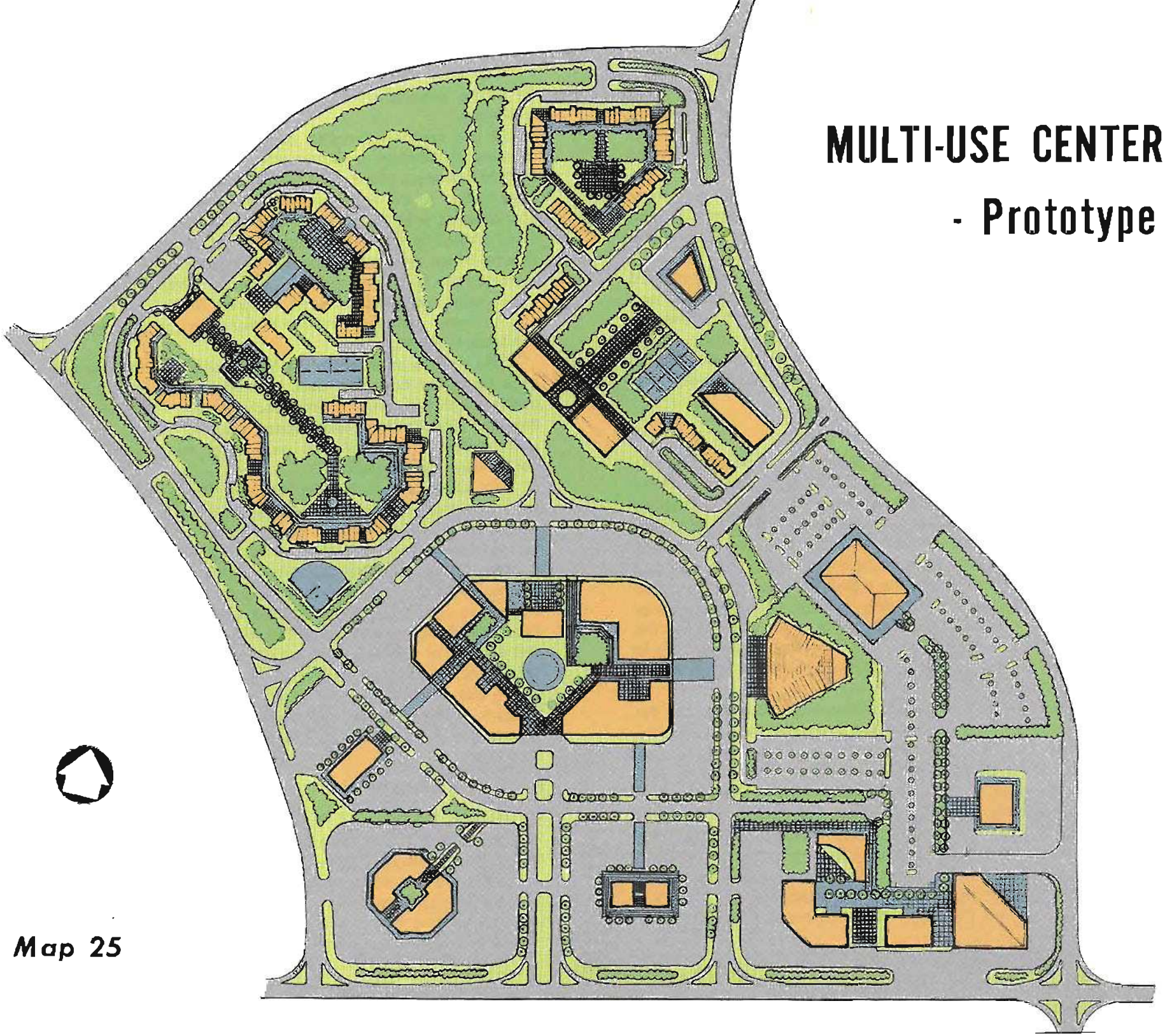
k—Transportation Plan . . .

1) The Need for Improved Road System

The section on existing road conditions described the traffic and circulation problems in the Corridor.

Immediate solutions to the traffic problems are urgently needed. The traffic situation is critical, since so many people are affected and the area is so important to the Long Island

MULTI-USE CENTER
- Prototype



Map 25

Map 26

PERSPECTIVE VIEW - Multi-Use Center

economy. The plan that has been developed proposes immediate, short-term and long-term improvements for the 110 Corridor area.

Since the Corridor includes land in two counties, three towns, an incorporated village, and the proposed road system involves the State, counties, towns and private developers, a coordinated effort is required.

The improvement of the road system, including increases in the capacity of intersections and roads, the extension of existing roads, and the construction of new roads, is necessary to make further economic development within the area feasible. According to the Suffolk County Department of Transportation's (SCDOT) Transportation Plan for the 110 Corridor, the following major roads within the Corridor are now functioning above design capacity: Walt Whitman Road, Route 110, Conklin Street from Route 109 to New Highway, NYS Route 109 east of New Highway to Wellwood Avenue, Colonial Springs Road, and New Highway north of Conklin Street.

The road plan represents some modifications of State and local proposals that have been made in recent years. There is no basic conflict with earlier proposals.

2) Identification of the Transportation Plan Priorities

One goal of the plan is to identify priorities for improving the road system. The four top priorities for the 110 Corridor are described on the following pages and shown on Map #27.

1. Rebuilding of Route 110, by the State, as a six lane highway from Baylis Avenue to Southern State Parkway, with adequate turning lanes, acceleration lanes, and off-ramps. It is recommended that engineering studies be undertaken for two one-mile sections of Route 110. Section A includes Route 110 from the northern SUNY at Farmingdale entrance to a point south of Conklin Street. Section B is the section along 110 from Southern State Parkway north to the eastern entrance ramp to Route 109. As soon as the engineering studies on either portion are completed, further financing should be authorized and construction begun.

The selection of these two sections of the road was based upon the current functioning of the road system, including the intersections. A number of factors were considered, including the functioning and existing capacity of the intersections, traffic counts, turning movements, the number of accidents occurring along different road sections, the relationship of Route 110 to east/west routes and to north/south alternative routes, the existing development in the area, and the timing of future development that would result in increased demand upon the road system.

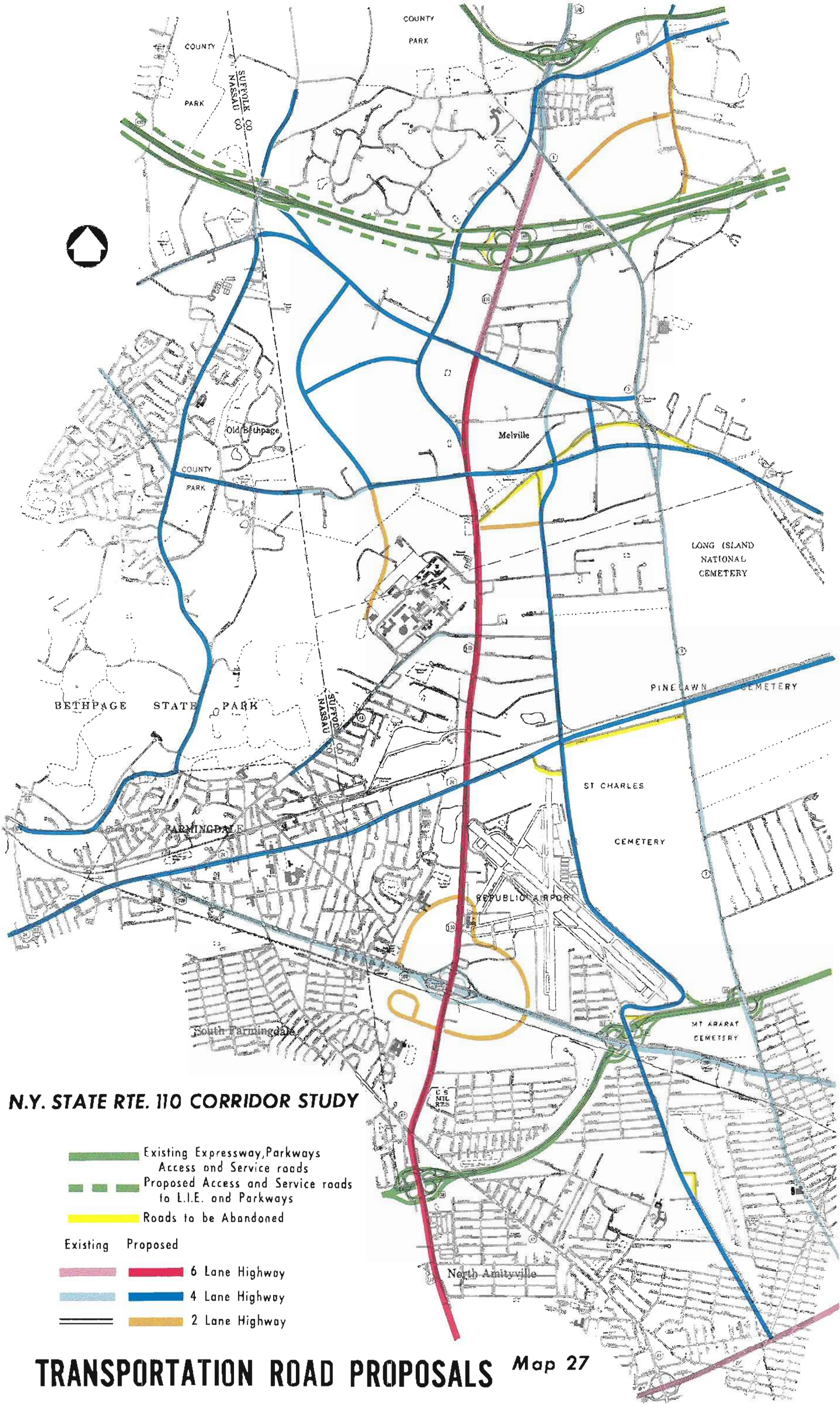
2. Expansion of New Highway to four lanes from Sunrise Highway to Maxess Road plus the alignment of Maxess Road with New Highway. This has a top priority and is the responsibility of Suffolk County The new north and south access to New Highway from Southern State Parkway, a State responsibility, is also part of this priority.

It is recommended that the planning and construction of New Highway in the area of Zahn's Airport be coordinated with the development of the proposed industrial park on the site.

3. Construction of two proposed east/west roads.
   a. Bethpage-Spagnoli Road should be extended to Colonial Springs Road and widened to four lanes for its entire length.
      There is no direct east/west connection from Bethpage-Spagnoli Road to Republic Road or Wellwood Avenue. The Town of Huntington has plans for the extension of this road from 110 east to connect with Colonial Springs Road. NYSDOT and the SCDOT support this action. This is now a top priority to meet the demand created by recent office expansion in the area and the industrial/commercial expansion anticipated in the future.
   b. Conklin Street should become a continuous four lane highway from Route 109 to Long Island Avenue. This will require the realignment and extension of Conklin Street from Route 110 east to Long Island Avenue, and the removal of curb parking from Route 110 west to Route 109. The removal of on-street parking, where necessary, should be coupled with the provision of off-street parking to avoid an adverse affect on business uses. Since these two proposed roads will cross Wellwood Avenue, the intersections will also need improvement. See Specific Recommendations for a detailed discus-

HIGHWAY PROPOSALS

Map 27



TRANSPORTATION ROAD PROPOSALS

Map 27

sion of these roads.

4. Improvement of the access to the industrial park east of Route 110, south of Route 109, and bounded on the south and east by the Southern State Parkway. At this time, there are only two means of access to this industrial park: Baiting Place Road to Great Neck Road to Route 110, and 2) Allen Boulevard and Route 110. Subdivision maps have been prepared for new industrial parks at this location. The additional development will greatly add to the existing congestion. The plan recommends the provision of access to Route 109 by means of a crossing of the Central Branch of the Long Island Railroad.

5. The completion of the Long Island Expressway Service Road (north and south service roads) from Round Swamp Road to Walt Whitman Road and the access ramp to Old Walt Whitman on the south. Construction of the access map to Old Walt Whitman Road would relieve traffic on 110, but Old Walt Whitman would then have to accommodate the increase in traffic. It therefore becomes necessary to link Old Walt Whitman Road (a proposed four lane road) to Bethpage-Spagnoli Road (see Multi-Use Center Plan and the Road System Plan). This improvement of Old Walt Whitman Road should also be considered a top priority.

3) The Need to Accommodate Future Development

1. The proposed road system is designed to accommodate future growth in the 110 Corridor. Based upon the proposed land use, the number of new employees and residents in the area has been calculated. The existing number of employees were estimated from 1970 census data and recent field surveys. The needed increases in the existing and future road capacity are reflected in the plan.

It is assumed that in the future there will be a greater reliance on mass transportation. The improvements in the road system are needed for the development of an adequate mass transit system. Continuous roads that traverse the Corridor, reduction of existing traffic and the provision of extra lanes and turnouts are all required for the operation of an effective mass transit system.

New industries attracted to the area (manufacturing and non-manufacturing) will generate a 50% increase in truck traffic. Trucks now come into the area by way of Route 109, Sunrise Highway, Route 110, and the Long Island Expressway. The road improvements are also needed to accommodate the increased truck traffic.

It is expected that piggy-back railroad system will be utilized on Long Island in the near future. The plan recommended a piggy-back terminal adjacent to New Highway, north of the Main Line of the Railroad. A piggy-back terminal in the 110 Corridor area may be expected to increase truck traffic near the terminal and north-south in the Corridor. It is also expected that some of the east-west truck traffic that now traverses the Corridor will travel through on the piggy-back railroad system.

2. Anticipated Future Growth and Daily Trips in the Corridor Area—There is an extensive amount . . . more than 1,500 acres . . of underutilized land in the Town of Huntington, west of Route 110, north of Bethpage-Spagnoli Road and east on Route 110 north of the Babylon Town Line. There are over 600 acres of vacant land in the Town of Babylon, including 135 acres at Zahn's Airport and there is also vacant land in the Town of Oyster Bay at Bethpage-Spagnoli Road and Round Swamp Road. Once the area is developed, the expected new peak hour trips into the Corridor will increase. Therefore, the 110 area can expect over 250,000 total daily trips. See Table 18.

3. The rights of way for the proposed roads should be purchased now. The locations of new roads were based upon need, economic and physical constraints, and opportunities. Failure to purchase the right-of-way now may preclude necessary road construction at a future date. The proposed new roads are essential for the coordinated development of the Corridor.

Specific Road Recommendations

The Highway Proposals Map describes the proposed new roads, the recommended number of lanes and portions of roads to be removed. The map indicates whether the road is 1) an expressway or parkway, 2) an existing six, four or two lane road, and 3) a proposed six, four or two lane road. The proposed six lane (plus turning lanes) Route 110 is now a four lane highway. All proposed four lane roads are expansions of existing two lane roads. All proposed two lane roads

are new.

This section describes the road proposals in detail. The proposals for the road system were based upon studies made by the New York State Department of Transportation (NYSDOT). Suffolk County Department of Transportation (SCDOT), and by the staff. These include numerous site visits, and a helicopter flight during a typical rush hour to obtain an "overview" of the functioning of the 110 Corridor.

The purpose in proposing the mix of land uses was to extend the hours of the use of the area beyond the usual 8:00 a.m. to 6:00 p.m. working hours, and to reduce the potential peak-hour traffic. According to the Report on Trip Generation published by the Institute of Transportation Engineers, 1976, one acre of residential land generates two peak hour trips, while one acre of office use generates 35 peak hour trips. The 227 acres which are not suitable for commercial or industrial development and which are designated for low density residential can be expected to produce approximately 7,600 fewer peak-hour trips than if the same area were developed for office use. Development of the prototype area in accordance with the Plan recommendations would result in an additional "saving" of 3,400 peak-hour trips that would be generated if the area were developed into an office park, and of about 1,600 peak-hour trips that would be generated if the area were developed as an industrial park. This downtown concept also provides a viable, supportive land mix that has other advantages as well (see Multi-Use Center). If the road system is not improved, some of the anticipated commercial or industrial development would be forced to locate elsewhere.

It is expected that some of the people living in the area will work nearby and will use the proposed bus system, further reducing the number of daily automobile trips.

The specific road proposals are described below. The proposals for north-south roads are as follows:

5) North-south Road Proposals

1. *Extend Round Swamp Road to meet Bethpage State Parkway in a more direct connection than now exists.*

Round Swamp Road is now two lanes. It is recommended that this be increased to four lanes that it can serve as a major arterial at the western edge of the Corridor and funnel traffic away from the center of the Village of Farmingdale.

2. *Widen Route 110 from four lanes to six lanes from a point 100 feet south of Baylis Road to Southern State Parkway. Increase turning lane capacity, acceleration lanes, deceleration lanes and bus turnouts.*

It was suggested earlier that Route 110 should be widened to six lanes as soon as possible and that engineering studies begin on two one-mile sections immediately. The recommendations that follow were based on the assumption that the intersection improvements would be a part of the expansion of Route 110 to six lanes.

Along with the proposed increase of Route 110 to six lanes, various proposals have been recommended by the NYSDOT, including the TOPICS study for Route 110 in Babylon by Greenman-Pedersen Associates; the SCDOT; and by this agency. The following Route 110 recommendations are suggested to improve the capacity of the intersections, to provide faster access to east-west roads and, therefore, alternative north-south roads, and to improve safety. As the area becomes fully developed, grade separations may also be necessary to relieve the bottlenecks at various Route 110 intersections, such as at Old Country Road, at Bethpage-Spagnoli Road, and at Conklin Street. Grade separations, however, are not a part of the plan proposal at this time.

The following intersection recommendations are for the one-mile section between the SUNY at Farmingdale entrance and Conklin Street. Single turning lanes that do not need to be increased or are of low priority are not mentioned below.

a. Provide right-hand turning lanes for each leg of the intersection at the SUNY-Smith St.-Route 110 intersection. Provide two left turn lanes for Route 110 northbound traffic to the SUNY entrance.
b. The Route 110-Melville Road intersection has one right-hand turning lane from Route 110 southbound to Melville Road. Provide a similar right-hand turn-acceleration lane from Melville Road onto Route 110 southbound.
c. Provide two right-hand turning lanes for southbound traffic on Route 110 at Price Parkway and Route 110. Two left-hand, northbound Route 110 turning lanes

are also needed to improve access into this land-locked industrial park.

d. The capacity of the intersection at Conklin Street should be increased. The number of turning lanes at this intersection should be doubled; two right-hand turning lanes are needed now for south-bound Route 110 traffic turning onto Conklin Street; two right-hand turn lanes will be needed for northbound Route 110 traffic turning onto Conklin Street when Conklin Street becomes a four-lane continuous highway to Long Island Avenue. Two right-hand turning lanes are needed for eastbound Conklin Street traffic turning north onto Route 110; two left-hand turning lanes are needed for eastbound Conklin Street traffic turning northbound onto Route 110.

e. There are too many dispersed access points along Route 110 from south of Conklin Street to Route 109. There are a number of businesses on the west side of Route 110 and on the east side there are entrances to Fairchild, Cutler-Hammer, Polytechnic Institute, and several businesses north of Route 109. Two new entrances on the west side of Route 110 are planned to serve a new industrial park, and one entrance is planned for future development on the east side, adjacent to Polytechnic Institute. This section of Route 110 needs further detailed study since access points to the road should be limited to facilitate vehicular movement and reduce accidents in this area. With the further development of this area, including the two industrial parks northwest of Routes 110 and 109 and northeast of the same roads, and the possible future intensification of development across Route 110 from Cutler-Hammer and Fairchild, the traffic volume and hazards will increase. The number of intersections along this stretch should be limited and all intersections should be four-way, with extensive curbing to prevent unlimited access. Route 110 and Route 109 south to Southern State Parkway is another, one-mile top priority suggested for immediate engineering studies. It is heavily used now and with the additional industrial parks planned for south of Route 109, six lanes and increased intersection capacity are urgently needed. The first intersection south of 109 is a four-way intersection that will serve the proposed east and west industrial parks.

f. The Allen Boulevard-Route 110 intersection is one of the sites with the greatest number of accidents in Suffolk County. The capacity of this intersection needs to be improved and the intersection should be made less hazardous. With the development of the new industrial park, Allen Boulevard will be used more heavily in the future. Additional turning lanes are needed. Two left-hand turning lanes are needed for southbound Route 110 traffic turning into Allen Boulevard. Dual right-hand lanes are needed for eastbound Allen Boulevard traffic and for northbound Route 110 traffic. The width of Allen Boulevard and the oblique angle of this road compounds the difficulties in providing additional turning lanes, particularly lanes suitable for trucks.

g. Great Neck Road and Route 110 is a high accident intersection and it is intensely used. A study has suggested switching the northbound exit for Route 110, from the eastbound Southern State Parkway to exit at Great Neck Road. Northbound Route 110 traffic would use Great Neck Road to get to Route 109.[6] The report has proposed eliminating left turns from 110 to Great Neck Road. A study is needed to see whether it would be feasible to widen Great Neck Road to provide more room for safer turns from Route 110.

The costs for part of the widening of Route 110 from a four-lane to a six-lane highway have been developed by the State. The costs in Part B on Table 18 were estimated for various sections of Route 110 from Baylis Road, south, based upon an interpolation of State-provided figures in Part A.

3. Provide a new access from Southern State Parkway westbound to Great Neck Road northbound.

Realign Baiting Place Rd to meet Great Neck Road at a 90° angle. Provide turning lanes and provide access onto Southern State Parkway westbound and access to 110 for Southern State Parkway eastbound.

4. Bethpage Parkway should be extended to Northern

TABLE 19

Route 110 Improvements Cost Estimates

	Section of 110	*Cost in Millions of Dollars**
	Baylis Road to Smith Street	2.3
Part A	Baylis Road to Conklin Street	5.0
	Baylis Road to Southern State Parkway	10.4
	Baylis Road to Sunrise Highway	13.1

	Section of 110	*Interpolated Cost in Millions of Dollars*
	Smith Street to Conklin Street	2.7 (Priority 1A)
Part B	Conklin Street to Southern State Parkway	5.4
	Route 109 to Southern State Parkway	2.7 (Priority 1B)
	Southern State Parkway to Sunrise Highway	3.7

*NYS Dept of Transportation

Source: Traffic Operations Program to Increase Capacity and Safety (TOPICS) for the NYSDOT in cooperation with the F.H.A. by Greenman-Pedersen Assoc., P.C., Babylon, New York, December 1978

State Parkway along the State owned right-of-way in Nassau County. This would provide a limited access bypass of the Corridor area for automobiles traveling between the parkways on the north and south shores.

5. Suffolk County Department of Transportation has proposed a four lane section for the length of New Highway/ Republic Road to Ruland Road, with a link to Maxess Road, so that there would be continuous highway from Sunrise Highway to the eastbound service lane of the Long Island Expressway.

This plan proposes a new access onto New Highway from Southern State Parkway, east of the existing access. This access (a shorter connection to New Highway) would no longer be a part of the Route 109-Southern State Parkway-New Highway interchange. It is also recommended that the southbound access from Southern State Parkway to New Highway be improved with a portion of a new cloverleaf. (See Map 27)

New Highway, south of Albany Avenue has a "zig-zag" that should be removed. It is necessary to improve the New Highway connection with Sunrise Highway. The Sunrise-Straight Path-New Highway connection is awkward and cannot accommodate the increase in traffic expected to result from the development of Zahn's Airport.

6. Provide a north-south four lane connection between the extension of Baylis Road and Bethpage-Spagnoli Road. On the western side of Route 110 there are no alternate north-south routes between Old Walt Whitman Road, which joins Route 110, and Round Swamp Road. Four lanes are required to meet the demand for future development in this area (see Land Use Plan). This road should cross Bethpage-Spagnoli Road. South of this road it should be a two lane highway connected to the SUNY at Farmingdale outside loop road serving SUNY students and personnel only.

7. Provide access to Route 109 from three industrial parks surrounding the Route 110-109 intersection. Provide access from the northwest, northeast and southwest quadrant. Provide a connection with Allen Boulevard north across the Long Island Railroad Central Branch to Route 109.

8. The Pinelawn Road intersection with Ruland Road and Colonial Springs Road needs improvement. It has been proposed by the SCDOT and the town of Huntington that

Bethpage-Spagnoli Road become a major east-west road through the Corridor and be extended east from Route 110 to Pinelawn Road-Wellwood Avenue Baylis Avenue should meet Pinelawn Road at the Old East Neck Road intersection. Bethpage-Spagnoli Road should meet Colonial Springs Road.

9. There is a need to connect Pinelawn Road with Old East Neck Road north of the L.I.E., so that New York Avenue may be better used as an alternate to Route 110. An overpass over the L.I.E. is expensive but should be considered to reconnect Old East Neck Road at such time as the nearby vacant land is developed. A less expensive alternative to this is to provide a road north of the L.I.E. from Pinelawn Road northeast to Old East Neck Rd.

6) East-west Road Proposals

1. The State has proposed service and access roads as shown on the Road System Plan. These are in various stages of engineering and construction. The completion of the State's service road and access ramp is essential to the Highway Plan.

2. West of Route 109, Conklin Street, is a four lane road. From Route 109 east to Route 110 there is sufficient space for four lanes, but two lanes are used for parking. This section of Conklin Street serves apartment buildings and some business establishments. It is believed that if curb parking were eliminated and replaced by additions to the existing off-street parking lots, Conklin Street could be a continuous four lane highway with turning lanes from Route 109 to Route 110. This improvement would partially relieve the southbound Route 110 traffic turning westbound onto Conklin Street, and it would also lessen the waiting time for westbound Conklin Street traffic to cross Route 110. (Improvement of this intersection is considered a number one priority, as part of the Route 110 expansion to six lanes between Conklin Street and SUNY at Farmingdale). To continue east to Wellwood Avenue on Conklin Street, it is necessary to turn north on New Highway and right onto Conklin Street. Another non-aligned double turn intersection occurs at Wellwood Avenue. Conklin Street needs to be expanded to four lanes and realigned to be continuous with Long Island Avenue. The realignment of Conklin Street with Long Island Avenue would eliminate four existing unnecessary turns. This would require the demolition of structures built in the 1940's and a trade in land ownership.

Conklin Street traverses land owned by St. Charles Cemetery and Pinelawn Cemetery. This occurs for approximately several hundred feet south of the Main Line of the railroad. The land to the north of Conklin Street is not desirable for future cemetery development. Therefore, it is recommended that the existing right-of-way of Conklin Street be traded for a new right-of-way adjacent to the Long Island Railroad property. This land would be more valuable to the cemeteries since it would add continuous parcels to the developed land and would facilitate a direct east/west conection from Conklin Street to Long Island Avenue.

3. Baylis Road should be extended northwestward to become a continuation of Old Country Road. This would provide access to the L.I.E. and Northern State Parkway in Nassau County and to the northwest part of Huntington Town. Baylis Road and Colonial Springs Road would then become a major northwest-southeast arterial through the Corridor Baylis Road should also be extended east to Pinelawn Road opposite Old East Neck Road. Baylis Road would then be a four lane minor arterial from Pinelawn Road to Old Country Road.

4. Bethpage-Spagnoli Road and Bethpage-Sweet Hollow Road should be widened to four lanes. Bethpage-Spagnoli Road should be extended to Wellwood Avenue
The Town of Huntington has plans for part of this improvement.

5. Melville Road, a four lane road in Suffolk, and a two lane road in Nassau, should be widened to four lanes from the Suffolk border to the intersection of Powell Place. This would direct traffic out of the center of the Village of Farmingdale and in the direction of the Bethpage Parkway.

7) Suggested Responsibilities for Implementation of the Proposed Road System

The proposals below are a result of a comprehensive and cooperative planning approach. The responsibilities for improvement of the road system, however, are distributed among the various levels of government.

New York State is responsible for improvements on Route

110, including the phased expansion to six lanes, the intersection improvements, and the construction of the Long Island Expressway service roads and access ramps. Several recommended improvements involve State roads. The connection of Round Swamp Road and Bethpage Parkway at Bethpage State Park and the extension of the Parkway should also be the responsibility of the State. The improvements of access to the Southern State Parkway, if approved, would be the responsibility of the State. This includes the Southern State Parkway off-ramp from the east to New Highway north, and the new loop from the eastbound lanes of the Southern State Parkway to New Highway south.

The extension and widening of Route 24, Conklin Street, should be a State responsibility since it would involve an extension of a State road. At one time, Route 24 was a continuous east-west route through the center of Long Island.

Suffolk County has plans to do the proposed work on New Highway from Sunrise Highway to Maxess Road. The connection between Sunrise Highway and New Highway needs improvement to meet the demand for the increased traffic that will result from development of Zahn's Airport.

The Town of Huntington and Nassau County are responsible for the widening of Round Swamp Road to four lanes. The Town of Huntington would be responsible for the widening of Round Swamp Road from Route 25 south to the Nassau County border; Nassau County would be responsible for improving the remainder. The Town of Oyster Bay would be responsible for the widening of Bethpage-Sweet Hollow Road to four lanes from the Nassau County boundary west to Round Swamp Road.

It is proposed that the Town of Huntington be responsible for the extension of Baylis Road from Old Walt Whitman Road to Round Swamp Road. The land for this road should be dedicated now. The required right-of-way is primarily owned by the Town at this time. East of Route 110, Baylis Road should also be extended to meet Pinelawn Road at the Old East Neck Road intersection. This would also be the responsibility of the Town of Huntington.

The Town of Huntington has plans for the complete widening to four lanes and extension of Bethpage-Spagnoli to Colonial Springs Road. The Town plans to use a portion of the LILCO right-of-way east of Route 110 for the development of Bethpage-Spagnoli Road to Wellwood Avenue. Suffolk County should be responsible for the proposed Bethpage-Spagnoli, Pinelawn Road, and Colonial Springs Road intersection.

Since eastbound Long Island Expressway cars will be getting off at Old Walt Whitman Road instead of Route 110, once this portion of the service road is completed, the Town of Huntington should widen Old Walt Whitman Road to four lanes and connect it with Bethpage-Spagnoli Road. The intersection of Old Walt Whitman Road at Old Country Road needs improving to allow for additional turning lanes to facilitate access to Old Country Road. (The State would be responsible for the improvement of the Old Country Road-Route 110 intersection.)

Eventually, an overpass across the Long Island Expressway at Old East Neck Rd may be needed. This would be the responsibility of the State. However, an alternative would be to use the Pinelawn Road overpass to a point north of the Long Island Expressway with an additional right-hand turn lane to a northeasterly road that would provide a connection to New York Avenue or Old East Neck Road. This road should be the responsibility of the developers of adjoining land.

The plan also proposes a connection between Bethpage-Spagnoli Road to SUNY at Farmingdale to meet the campus outside loop road near the Babylon-Huntington town border. This road would be for SUNY use only and would be installed by SUNY. Part of the right-of-way is owned by LILCO.

There are also interior roads proposed for the sand pit area north of Bethpage-Spagnoli Road (See Multi-Use Center Plan). It is expected that these roads, including a connection between Baylis Road and Bethpage-Spagnoli Road, would be the responsibiilty of the developer of the adjacent land.

A part of the proposed road system can be provided in conjunction with new industrial development. Except for the link to Route 109 from Allen Boulevard, the access roads for the four proposed industrial parks surrounding the Route 110-Route 109 intersections should be the responsibility of the developer. Route 109-Allen Boulevard connection requires an at grade railroad crossing, and it is suggested that this

be the responsibility of the Town of Babylon. The access problem to this southeast industrial park is now critical, and as the remaining land in this quadrant is developed, improved access to Route 109 will become absolutely necessary.

It is also suggested that the Town of Babylon realign Baiting Place Road and Great Neck Road so that Baiting Place Road will meet Great Neck Road at a 90° angle. The State would be responsible for the westbound access to the Southern State Parkway, which is in the vicinity of the above improvements.

Alternative Means of Transportation to the Corridor

I) Existing Freight Service

There is minimal rail freight service to Long Island at this time. A number of Nassau-Suffolk industries, among them, Fairchild Republic Corp., White Rose Food Corporation, Greenman Bros., Del Labs, Mail Marketing Association, Picone Concrete Sales, Target Rock Corporation, Minuteman Press International, Polymer Materials, American Steel Products Corp., B. H. Aircraft, Flairfold and Plascal Corporation are located within close proximity to the railroads in the Corridor.

The Zahn's Airport redevelopment area is also adjacent to a railroad line, the Central Branch.

The Suffolk County rail freight movements amount to one or two carloads per day on the Central Branch and two or three per day on the Main Line.

All major freight distribution centers are located off the Island west of the Hudson, resulting in additional time and costs for freight delivery. Because of the additional costs and time required for freight service, the industries usually ship by truck or air. Railroad companies do not want to invest capital on intermodal freight service.

Under the current system, rail freight transport will not increase significantly within the Corridor unless substantial industry comes into the area; a distribution center is located on Long Island, thus insuing more reasonable costs; or if gasoline and diesel prices become more prohibitive.

According to the Regional Plan Association, at this time, there is a disproportionate reliance on truck movement. This, in turn, is imposing unnecessary freight costs on shippers, and putting a severe load upon the road system, petroleum consumption, and, in some cases, upon air quality. The RPA believes that the greatest feasible diversion of truck freight to rail, would result in benefits to the private economy, government, and residents in the Region. Shifting truck service to rail freight would require piggyback terminals, new piggyback-low profile equipment, rail improvements, a Hudson crossing and suitable sites for the rail-truck transfer of freight. Potential sites locates next to roads that can handle the resulting additional truck traffic, need to be reserved now.

2) Freight Proposal

In 1965, the Suffolk County Planning Commission recommended that a piggyback freight system be developed for Long Island. The State Department of Transportation has called for State committment for piggyback rail shipments east of the Hudson.

A piggyback terminal could be established in East Farmingdale along the Main Line. There are existing railroad spurs that could be used as part of this system. One location is west of Route 110 near Price Parkway; the other location is east of Route 110, north of Conklin Street at New Highway. This system could reduce freight costs for industries on Long Island.

3) Air Service

Republic Airport can accommodate 325,000 operations per year, and there is a potential for increased airplane flights into Republic Airport. The MTA reports that there are 200,000 potential short-distance commuter riders within a 15 minute ride of the airport. It is expected that these riders will use taxis and mass transit, as well as the automobile to get to their destination.

m—Mass Transit Plan . . . . . .

I) Plan Summary

The proposed mass transit system is intended to accomplish the following: (1) minimize congestion on the road system within the Corridor; (2) provide an adequate mass transportation system for people within the Corridor; (3) provide mass transit for people outside of the Corridor to the industrial, commercial, institutional centers, and to the

Multi-Use Center in the Corridor; (4) save energy; and (5) to develop mass transit facilities that would function as sub-centers of a regional mass transit system.

The mass transit plan emphasizes proposals for a bus system that would include the coordination of the existing bus and train service, service to new trip generators within the Corridor, and service to destinations outside the Corridor.

The establishment of a primary Mass Transit Center, proposed as part of the redevelopment of the former Route 110 Drive-in Theater is basic to implementation of the mass transit plan. This transit center would provide an information booth and connections to limousine service and bus systems serving the Corridor and points beyond. Park and Ride Lots are planned for key locations within the Corridor area (See Map 28).

A secondary center is planned for the Route 110-Route 109 area. It is recommended that the South Farmingdale Railroad Station be moved to a location east of Route 110 and south of Route 109. It would be located where a number of bus routes overlap and would serve Zahn's and the intensely developed industrial area adjacent to Routes 110 and 109.

The proposals for Phase 1 include the improvement of the existing bus system, better coordination between bus and train schedules, establishment of Park and Ride Lots, and the relocation of the South Farmingdale Station to a new site in the Corridor. Phase 2 includes the provision of new bus service and the development of a Mass Transit Center.

At this time, the road system within the Corridor is congested. In order to attract more development to the area, the road system must be upgraded to meet the demand. To improve the movement of people within the Corridor area, several actions must occur simultaneously: (1) the road capacity must be increased, and (2) north-south and east-west routes through the Corridor must be improved or constructed. This will result in improved vehicular movement within the Corridor, and make mass transit more feasible. A bus is not a desirable alternative if it takes forever to get to a destination. The suggested improvement of the road system will provide additional lanes to be used by local traffic and buses without slowing down thru traffic. Bus stop turnouts should be provided at key points such as "middle of the block" locations, areas adjacent to railroad stations and at park and ride lots. All bus stops should be provided with adequate shelters to provide protection from inclement weather.

As the worker and resident population increases within the Corridor, and the cost of driving private vehicles escalates, it is expected that more people will want to use mass transit. An effective mass transit system can reduce the number of vehicles on the roads, facilitate future industrial and commercial development in the Corridor and increase the residential values nearby. Population and employment density increases in the Corridor will make a mass transit system more viable.

2) Phase One Proposals

1. Improve the Existing Bus System. The Phase 1 proposals to improve the existing system include (1) increasing the bus service during rush hours; (2) increasing the frequency and extending the routes so as to make better connections between Huntington, Lindenhurst and Massapequa to the Corridor; or (3) changing routes to include improved service to the railroad stations and to new industrial and commercial centers, as proposed in the plan.

Proposals to improve the existing bus system within the Corridor are shown on Table 20. The two railroad lines could provide increased service to the Corridor area, particularly if bus stops were located at the stations, and if the scheduling of the trains and buses were coordinated.

2. Relocate the South Farmingdale Railroad Station (Central Branch) to the southeast corner of Route 110 and 109. The South Farmingdale Station is not used extensively—only two trains a day stop at this station. This new location would serve commuters coming into the Corridor area, the new industrial parks that are within walking distance of the station, and would connect with the mini-bus system to the Zahn's redevelopment and the bus system that serves the Route 110 Corridor. It is expected that the number of railroad commuters to the Corridor will increase once an effective mass transit system is in operation. Electrification of the line at some future date is expected to result in a further increase in the number of railroad commuters to and from the Corridor.

MAJOR TRIP GENERATORS and TRANSPORTATION FACILITIES

Map 28

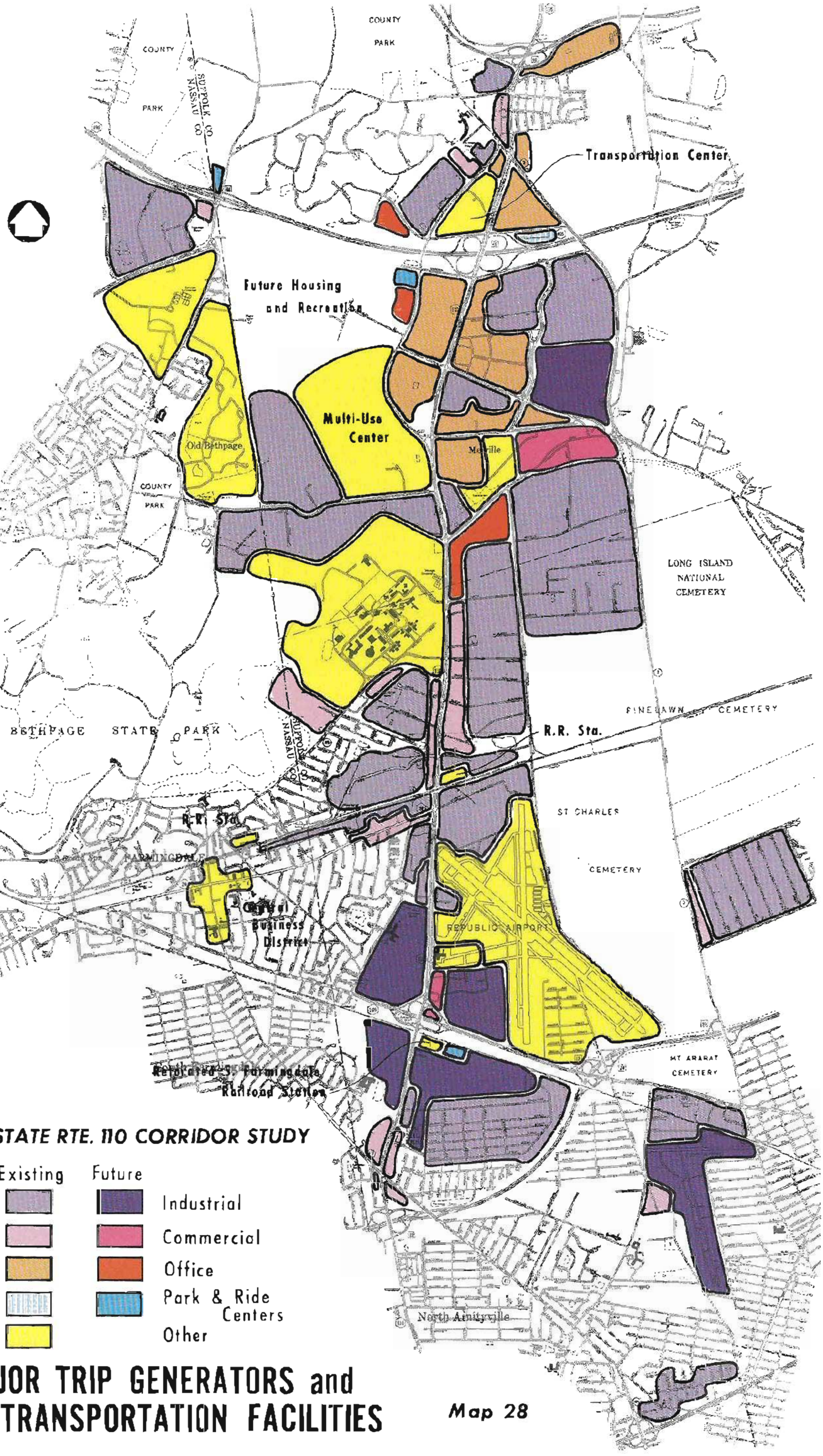

COUNTY PARK
COUNTY PARK
SUFFOLK CO
NASSAU CO
Transportation Center
Future Housing and Recreation
Multi-Use Center
Old Bethpage
Melville
COUNTY PARK
LONG ISLAND NATIONAL CEMETERY
BETHPAGE STATE PARK
SUFFOLK NASSAU CO
R.R. Sta.
PINELAWN CEMETERY
R.R. Sta.
FARMINGDALE
Central Business District
ST CHARLES CEMETERY
REPUBLIC AIRPORT
MT ARARAT CEMETERY
Relocated L.I. Farmingdale Railroad Station
North Amityville
N.Y. STATE RTE. 110 CORRIDOR STUDY
Existing
Future
Industrial
Commercial
Office
Park & Ride Centers
Other
MAJOR TRIP GENERATORS and TRANSPORTATION FACILITIES
Map 28

TABLE 20

Proposed Changes of Existing Bus Schedules Within Route 110 Corridor

Bus No.	*New Route*	*New Stops*	*Proposed Frequency and New Hours*
S-1	Extend the route south 110 to Bethpage-Spagnoli Road, then east on Bethpage-Spagnoli and north on New Highway	Transportation Center (Former 110 Drive-in Site) 110 & L.I.E. Along 110 and New Highway	This bus should serve Melville during rush hours, and should serve the Westbury Music Fair and the proposed prototype activities during the evening.
	Several stops should be eliminated to gain time for new stops in the Corridor area	Future Westbury "Music Center" and the Future Hilton Hotel	
S-21	(Pick up Route 110, Route 109 Railroad Station)	Proposed Mass Transit Center at Route 110 & the L.I.E.	Add buses for early morning hours and evening rush hours to service new stops.
	Provide an alternate route to travel on Route 110 from Conklin Street south to Amityville Railroad Station	Future Westbury Music Fair and future Hilton Hotel Republic Railroad Station New Proposed Railroad Station at Route 110-109 and service new adjacent Park and Rides New industrial centers at 109-110	Increase bus frequency to ½ hour during rush hour
S-21A	Suffolk State School to New Highway to Bethpage-Spagnoli Road, West on Bethpage-Spagnoli Road to Route 110, and continue on present route south.	Future Westbury Music Fair and future Hilton Hotel Republic Railroad Station New Proposed Railroad Station at Route 110 and 109.	Add buses for the morning rush hour and evening rush hours, and as required for events in the prototype area and the New "Westbury" Music Fair (such as a bus to arrive at 7:30 and to depart at 10:45-11:00 p.m.)
S-31	This bus should provide service to the new industrial center at Routes 110 and 109		Provide service during the a.m. and p.m. rush hour periods

TABLE 20 (Cont'd.)

Proposed Changes of Existing Bus Schedules Within Route 110 Corridor

Bus No.	*New Route*	*New Stops*	*Proposed Frequency and New Hours*
N-72	Babylon Station to Route 109 to Zahns Industrial Park to the proposed new Route 110-109 railroad station and adjacent proposed park and rides, then through the new industrial park at Routes 110 and 109 then north on Route 110 to Conklin, and west to Hempstead	Zahns Industrial Park The New Proposed Route 110-Route 109 Railroad Station Proposed Park and Ride Site at the Route 110 and Route 109 Intersection	Provide service from 7:00 a.m. to 7:00 p.m. Increase the frequency to ½ hour during rush hours
N-71	No change		
N-79	No change		
S-33	No change		
S-35	No change As the area develops, it might be advisable to revise the loop in the Farmingdale area		

3. Provide mass transit to points beyond the Corridor. It is proposed that a bus to parts of New York City not well served by the railroad be provided along the Long Island Expressway during rush hours. Buses should pick up commuters at park and ride lots along the L.I.E., beginning, as needed, at Riverhead and at major exits along the L.I.E. A park and ride lot is needed now at Deer Park, just east of the Corridor. This would reduce traffic moving through the Corridor. These buses should connect with the existing and proposed park and ride lots near Route 110 and the L.I.E., the Mass Transit Center, and also with the proposed Round Swamp Road park and ride lot. Each bus would make no more than four stops before going to New York City. In the future, it might be feasible for a L.I.E. bus to stop at the Route 110 Mass Transit Center to serve central and eastern Long Island, including SUNY at Stony Brook, eastern industrial centers, and other major trip generators.

4. Provide a new bus route along Wellwood Avenue from Lindenhurst and North Lindenhurst to the Long Island Expressway and to the proposed Mass Transit Center at Route 110 (see Phase 1 Bus Route Proposals).

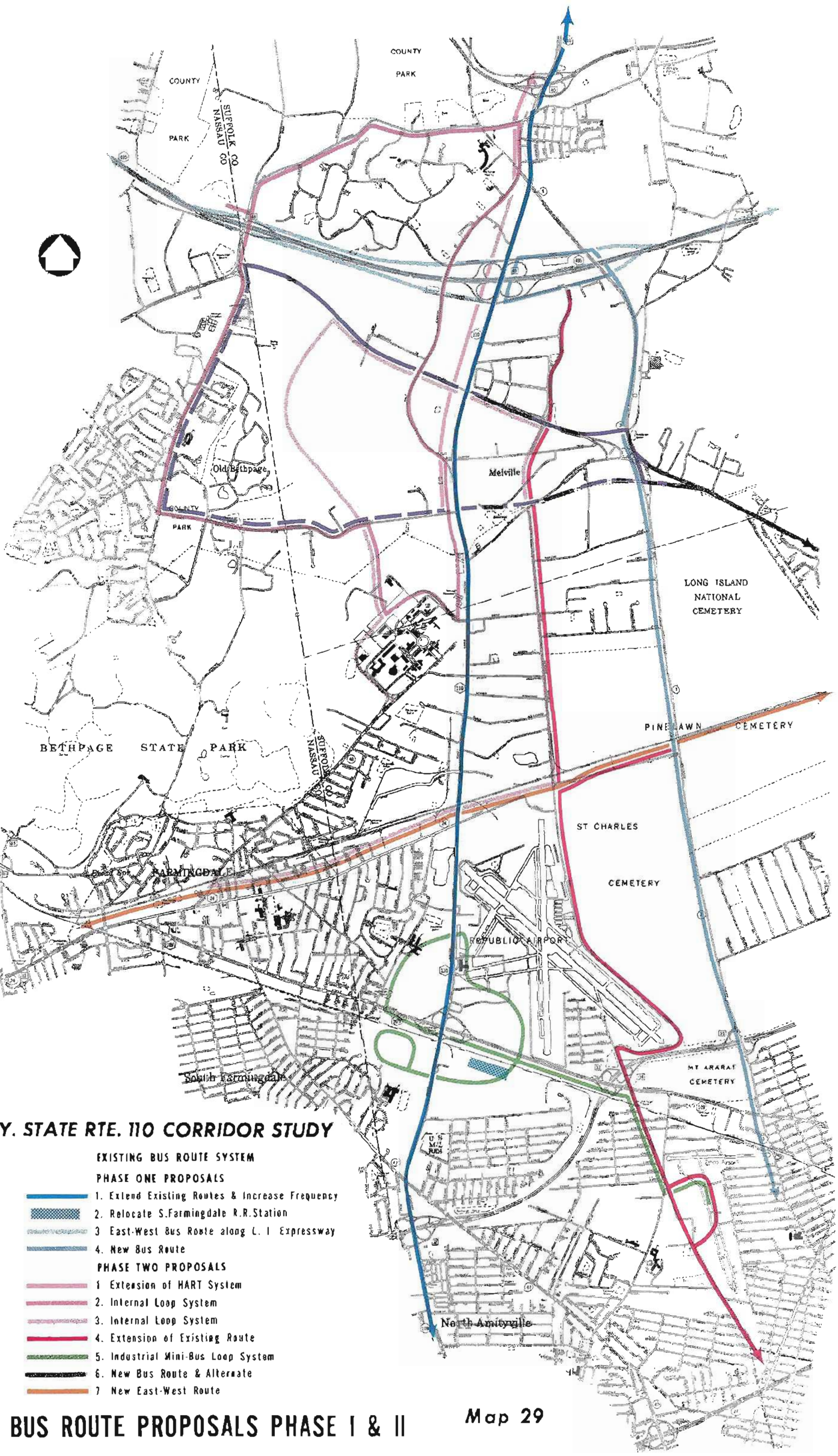
3) Phase 2 Proposals

The Phase 2 proposals shown on Map 29 are recommended to serve the increased working and residential populations attracted by continuing development.

1. Connect or extend the Huntington HART System to

BUS ROUTE PROPOSALS
PHASE I & II

Map 29



N.Y. STATE RTE. 110 CORRIDOR STUDY

EXISTING BUS ROUTE SYSTEM

PHASE ONE PROPOSALS

1. Extend Existing Routes & Increase Frequency
2. Relocate S.Farmingdale R.R.Station
3. East-West Bus Route along L. I Expressway
4. New Bus Route

PHASE TWO PROPOSALS

1. Extension of HART System
2. Internal Loop System
3. Internal Loop System
4. Extension of Existing Route
5. Industrial Mini-Bus Loop System
6. New Bus Route & Alternate
7. New East-West Route

BUS ROUTE PROPOSALS PHASE I & II

Map 29

the proposed Mass Transit Center and, in the future, to Bethpage-Spagnoli Road. The bus frequency should be one-half hour during the rush hour, and as needed during the rest of the day.

2. Provide a loop route from Route 110-Old Country Road to Round Swamp Road to Bethpage-Spagnoli Road, to SUNY at Farmingdale, to the proposed Multi-Use Site, and back to the Mass Transit Center, the point of origin. This will provide mass transit to the area within the Corridor planned for greatest intensity of development.

3. Provide another loop route to connect the Farmingdale Railroad Station, Conklin Street, Republic Railroad Station, the industrial parks and offices located near New Highway, Republic and Maxess Roads, Baylis Road, Multi-Use Center site, SUNY at Farmingdale, and Melville Road, back to the Farmingdale Station point of origin.

4. Extend the Wellwood route (Phase 1) to provide service on New Highway, through the office-industrial area east of Route 110 to the proposed park and ride lot at Route 109 and Southern State Parkway and Zahn's.

5. Create a mini-loop system to connect the new industrial parks located on all four quadrants surrounding the Route 110-109 intersections with the relocated railroad station, the adjacent Route 110 bus stops, and the new proposed industrial park at Zahn's.

6. Provide an east-west bus route through the northern portion of the Corridor beginning at Round Swamp and Old Country Roads, and proceeding eastward on the new continuous Baylis Road to Colonial Springs Road, and continuing east to Wyandanch, Deer Park, Brentwood and Islip. An alternative route would start at Old Country and Round Swamp Roads, proceed south on Round Swamp Road, and east on the new continuous Bethpage-Spagnoli Road to Colonial Springs Road.

7. Provide an east-west route along Hempstead Turnpike to Long Island Avenue.

Appendix

APPENDIX TABLE 1

Nassau County—Muncipalities with Zoning Ordinances That Permit Industrial Development

Municipality	*Zoning District*
East Hills Village	Industrial A (Light Industry)
East Rockaway Village	Industrial District
Farmingdale Village	Industrial I
	Business E
Floral Park Village	C2—Industrial
Freeport Village	Manufacturing Industrial Industrial B Marine Industries District SB (Service Business)
Garden City Village	C-3 (Commercial) C-S (Commercial) I (Industrial)
Glen Cove City	I-1 (Light Industrial) I-2 I-3 (Industrial)
Great Neck Village	Industrial
Hempstead Town	LM (Light Manufacturing) Y (Industrial)
Hempstead Village	Light Manufacturing
Island Park Village	Commercial B Light Manufacturing
Lake Success Village	Economic Development A Economic Development B Light Manufacturing
Long Beach City	Industrial
Lynbrook Village	Light Manufacturing
Malverne Village	Commercial
Manorhaven Village	Industrial
Mineola Village	M-1 (Light Manufacturing) M-2 (Industrial)
Muttontown Village	Economic Development
New Hyde Park Village	F (Industrial)
North Hempstead Town	Industrial A (Planned Industrial Center) Industrial B Planned Industrial Park District Modified Planned Industrial Park District
Oyster Bay Town	H (Light Industrial) I (Heavy Industrial)
Port Washington North Village	Industrial A Economic Development A
Rockville Centre Village	Light Manufacturing A
Roslyn Village	Light Industry
Valley Stream Village	C-2 (Light Manufacturing) I (Industrial)
Westbury Village	Planned Industrial Light Industrial Industrial
Williston Park Village	Light Manufacturing

APPENDIX TABLE 1

Suffolk County—Municipalities with Zoning Ordinances that Permit Industrial Development

Municipality	*Zoning District*
Amityville Village	Industrial
Babylon Town	G (Light Industry), GA (Light Industry), GB (Light Industry), H (Heavy Industry), PIP (Planned Industrial Park)
Babylon Village	Industrial
Brookhaven Town	L Ind 1 (Light Industry), L Ind 2, L Ind 3 (Industrial Park), L Ind 4 (Electric Utility)
East Hampton Town	C-I (Commercial Industrial), C-I-H (Commercial Industrial Heavy)
East Hampton Village	Manufacturing
Greenport Village	GC (General Commercial)
Huntington Town	I-1, I-2, I-3, I-4, (Light Industry), I-5 (General Industry), I-6 (Generating)
Islip Town	Ind I, Ind 2
Lindenhurst Village	Industry
Patchogue Village	E Industry
Port Jefferson Village	I-2 (Light Industry), WP (Waterfront Public Utility)
Quogue Village	Ind C
Riverhead Town	Ind A, Ind B
Smithtown Town	LI (Light Industry), LI (Planned Ind Park) HI (Heavy Industry)
Southampton Town	LI (Light Industry)
Southampton Village	LI (Light Industry)
Southold Town	C (Light Industry), C-I (General Industry)
Westhampton Beach Village	I-1 (Industrial)

APPENDIX TABLE 2

Industrial Zoning Regulations of Towns with Industrial Districts

		Lot Area	*Lot Coverage %*	*Front Yard Ft.*	*Side Yards Ft.*	*Rear Yard Ft.*	*Height Limit Ft.*
Town of Hempstead	LM	—	—	20	—	10	60
	Y	—	—	20	—	10	100
Town of North Hempstead	A	5 ac	25	50-100	100	50	30
	B	10,000	80	10	25	25	60
	PIP	3 ac	35	75	100	75	50
Town of Oyster Bay	H	1 ac	60	50	—	30	—
	I	5 ac	50	100	—	50	—
Town of Babylon	G	15,000	40	10	19	10	35
	GA	40,000	45	30	19	30	35
	GB	20,000	40	30	19	10	35
	H	2 ac	30	100	—	50	35
	PIP	1½ ac	42	45	60	30	35-50
Town of Brookhaven	L1	20,000	60	30	20	50	50
	L2	5 ac	50	100	50	50	50
	L3	3 ac	50	100	50	150	40
	L4	50 ac	50	125	—	125	250
Town of East Hampton	C-I	3,000	50	—	—	—	50
	C-IH	3,000	50	—	—	—	50
Town of Huntington	I-1	6 ac	30	100	100	50	45
	I-2	3 ac	33⅓	75	75	25	45
	I-3	1 ac	40	50	35	20	45
	I-4	1½ ac	50	50	20	10	35
	I-5	—	—	25	50	25	45
	I-6	60 ac	—	200	400	200	250
Town of Islip	I-1	20,000	50	50	10	25	60
	I-2	20,000	50	50	10	10	60
Town of Riverhead	A	40,000	40	50	50	25	35
	B	—	30	50	100	50	35
Town of Smithtown	L-1	80,000	—	80	100	50	35
	LI (PIP)	1 ac	12	50	40	20	50
	HI	80,000	—	80	100	50	60
Town of Southampton	LI	87,000	20	60	120	60	40
Town of Southold	C	40,000	—	50	60	50	35
	C-I	200,000	—	150	100	100	35

APPENDIX TABLE 3

Industrial Zoned Land Survey
Nassau and Suffolk Counties

Municipality	*Manu-facturing*	*Non-Manu-facturing*	*Total*		*Commercial*		*Residential*		*Agriculture*		*Public*		*Private Utility*		*Vacant*		*Other*		*Under Construction*		*Trans-portation*		*Total Indus-trially Zoned Land*
NASSAU COUNTY	Acres	Acres	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres
Town of Hempstead	382.4	321.6	704.0	27.7	652.8	25.7	49.4	1.9	—	—	825.9	32.5	197.2	7.8	97.8	3.9	11.7	.5	—	—	—	—	2,538.8
Baldwin	.2	.7	.9	60.0	.2	13.3	.4	26.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.5
Baldwin Harbor	.1	.4	.5	16.7	2.4	80.0	.1	3.3									—	—	—	—	—	—	3.0
Bellmore	1.8	2.8	4.6	48.4	.7	7.4	—	—	—	—	1.7	17.9	2.5	26.3	—	—	—	—	—	—	—	—	9.5
East Rockaway (V)	6.4	.6	7.0	39.3	6.1	34.3	2.5	14.0	—	—	2.2	12.4	—	—	—	—	—	—	—	—	—	—	17.8
Freeport (V)	65.4	25.6	91.0	36.2	55.4	22.0	21.7	8.6	—	—	67.2	26.7	1.9	.8	9.1	3.6	5.4	2.1	—	—	—	—	251.7
Freeport (Unincorp.)	—	—	—	—	—	—	—	—	—	—	206.9	100.0	—	—	—	—	—	—	—	—	—	—	206.9
Franklin Square	—	—	—	—	.5	8.3	.3	5.0	—	—	—	—	5.2	86.7	—	—	—	—	—	—	—	—	6.0
Garden City (V)	2.0	2.5	4.5	12.9	2.8	8.0	—	—	—	—	25.3	72.7	2.2	6.3	—	—	—	—	—	—	—	—	34.8
Garden City East	95.3	58.1	153.4	18.1	433.5	51.1	—	—	—	—	216.9	25.6	37.2	4.4	2.1	.2	5.5	.6	—	—	—	—	848.6
Hempstead (V)	12.3	16.4	28.7	78.2	3.0	8.2	.1	.3	—	—	2.5	6.8	1.6	4.4	.8	2.2	—	—	—	—	—	—	36.7
Hewlett	.6	1.6	2.2	100.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.2
Inwood	48.2	70.9	119.1	41.1	44.6	15.4	3.7	1.3	—	—	72.2	24.9	17.1	5.9	32.9	11.4	—	—	—	—	—	—	289.6
Island Park	.1	.2	.3	17.6	.8	47.0	.2	11.8	—	—	—	—	—	—	.4	23.5	—	—	—	—	—	—	1.7
Island Park (Unincorp.)	10.8	18.8	29.6	24.2	8.8	7.2	2.5	2.0	—	—	6.0	4.9	70.8	57.8	4.8	3.9	—	—	—	—	—	—	122.5
Lakeview	5.6	4.8	10.4	100.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10.4
Levittown	—	—	—	—	—	—	—	—	—	—	16.9	100.0	—	—	—	—	—	—	—	—	—	—	16.9
Lynbrook (V)	20.0	13.0	33.0	54.2	9.7	15.9	7.4	12.2	—	—	2.8	4.6	7.6	12.5	.1	.2	.3	.5	—	—	—	—	60.9
Malverne (V)	.1	—	.1	25.0	—	—	—	—	—	—	.3	75.0	—	—	—	—	—	—	—	—	—	—	.4
Merrick	1.1	1.6	2.7	73.0	.2	5.4	.3	8.1	—	—	—	—	—	—	.5	13.5	—	—	—	—	—	—	3.7
New Hyde Park (V)	8.4	9.8	18.2	69.7	.8	3.1	3.8	14.6	—	—	1.6	6.1	1.4	5.4	.3	1.1	—	—	—	—	—	—	26.1
North Bellmore	2.2	4.3	6.5	67.0	—	—	—	—	—	—	3.2	33.0	—	—	—	—	—	—	—	—	—	—	9.7
North New Hyde Park (pt)	2.6	5.9	8.5	90.4	.9	9.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9.4
Oceanside	37.0	57.4	94.4	29.6	39.9	12.5	3.5	1.1	—	—	109.1	34.2	46.8	14.7	25.0	7.8	—	—	—	—	—	—	318.7
Roosevelt	4.4	2.2	6.6	80.5	.4	4.9	—	—	—	—	.7	8.5	—	—	—	—	.5	6.1	—	—	—	—	8.2
Valley Stream (V)	10.7	6.8	17.5	46.5	12.5	33.5	2.9	7.7	—	—	.5	1.3	—	—	4.1	10.9	—	—	—	—	—	—	37.6
Valley Stream South	26.1	2.4	28.5	84.3	.3	.9	—	—	—	—	—	—	—	—	5.0	14.8	—	—	—	—	—	—	33.8
Wantagh	10.4	2.2	12.6	85.7	.5	3.4	—	—	—	—	—	—	1.6	10.9	—	—	—	—	—	—	—	—	14.7
West Hempstead	10.2	11.9	22.1	76.7	3.4	11.8	—	—	—	—	2.2	7.6	1.1	3.8	—	—	—	—	—	—	—	—	28.8
Woodmere	.4	.7	1.1	.9	25.3	19.9	—	—	—	—	87.7	69.1	.2	.2	12.7	10.0	—	—	—	—	—	—	127.0
Unincorporated Area	257.0	246.7	503.7	24.3	561.6	27.1	10.8	.5	—	—	723.5	34.9	182.5	8.8	83.0	4.0	6.0	.3	—	—	—	—	2071.1

APPENDIX TABLE 3 (Cont'd.)

Industrial Zoned Land Survey
Nassau and Suffolk Counties

Municipality	Manufacturing	Non-Manufacturing	Total		Commercial		Residential		Agriculture		Public		Private Utility		Vacant		Other		Under Construction		Transportation		Total Industrially Zoned Land
	Acres	Acres	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres
Town of North Hempstead	394.9	268.7	663.6	49.5	326.1	24.3	35.1	2.6	—	—	84.5	6.3	22.1	1.7	209.7	15.6	.7	—	—	—	—	—	1341.8
Albertson	1.9	2.2	4.1	45.5	2.5	27.8	—	—	—	—	2.4	26.7	—	—	—	—	—	—	—	—	—	—	9.0
Carle Place	19.4	20.9	40.3	31.4	79.3	61.8	.4	0.3	—	—	1.4	1.1	1.6	1.2	5.3	4.1	—	—	—	—	—	—	128.3
East Hills (V)	31.0	9.3	40.3	86.3	.7	1.5	—	—	—	—	5.7	12.2	—	—	—	—	—	—	—	—	—	—	46.7
Garden City Park	12.6	39.7	52.3	68.5	6.1	81.0	2.5	3.3	—	—	12.4	16.3	1.3	1.7	1.7	2.2	—	—	—	—	—	—	76.3
Glenwood Landing (Pt)	1.0	8.5	9.5	40.9	—	—	1.3	5.6	—	—	.3	1.3	12.1	52.2	—	—	—	—	—	—	—	—	23.2
Great Neck (V)	11.7	—	11.7	62.9	1.3	7.0	2.3	12.4	—	—	3.3	17.7	—	—	—	—	—	—	—	—	—	—	18.6
Great Neck (Uninc)	.1	.3	.4	6.6	1.3	21.3	—	—	—	—	.1	1.6	4.3	70.5	—	—	—	—	—	—	—	—	6.1
Greenvale	1.5	—	1.5	100.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.5
Herricks	4.7	4.3	9.0	61.2	5.7	38.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14.7
Lake Success (V)	57.2	5.9	63.1	48.2	67.9	51.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	131.0
Manhasset	.9	.4	1.3	48.1	.1	3.7	.9	33.3	—	—	.4	14.8	—	—	—	—	—	—	—	—	—	—	2.7
Manorhaven (V)	7.8	12.0	19.8	57.7	4.5	13.1	8.6	25.1	—	—	—	—	—	—	1.1	3.2	.3	0.9	—	—	—	—	34.3
Mineola (V)	33.4	31.3	64.7	79.9	5.7	7.0	3.2	4.0	—	—	5.3	6.5	.2	0.2	1.8	2.2	.1	0.1	—	—	—	—	81.0
New Cassel	71.4	69.2	140.6	68.0	43.6	21.1	2.1	1.0	—	—	14.7	7.1	.4	0.2	5.1	2.5	.3	0.1	—	—	—	—	206.8
North New Hyde Park (Pt)	60.3	8.6	68.9	51.2	57.6	42.8	—	—	—	—	6.9	5.1	.8	0.6	.4	0.3	—	—	—	—	—	—	134.6
Port Washington	52.1	25.9	78.0	33.4	19.8	8.5	6.1	2.6	—	—	.9	0.4	—	—	128.5	55.1	—	—	—	—	—	—	233.3
Port Washington North (V)	15.7	15.0	30.7	27.2	21.1	18.7	.9	0.8	—	—	3.1	2.7	—	—	57.0	50.5	—	—	—	—	—	—	112.8
Roslyn (V)	5.5	6.5	12.0	29.3	5.6	13.7	3.0	7.3	—	—	11.4	27.8	1.4	3.4	7.6	18.5	—	—	—	—	—	—	41.0
Roslyn Heights	.5	—	.5	7.1	1.3	18.6	—	—	—	—	5.2	74.3	—	—	—	—	—	—	—	—	—	—	7.0
Thomaston (V)	—	—	—	—	—	—	—	—	—	—	8.4	100.0	—	—	—	—	—	—	—	—	—	—	8.4
Westbury (V)	6.2	8.7	14.9	62.6	2.0	8.4	3.8	16.0	—	—	2.6	10.9	—	—	.5	2.1	—	—	—	—	—	—	23.8
Williston Park (V)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	.7	100.0	—	—	—	—	—	—	.7
Unincorporated Area	226.4	180.0	406.4	—	217.3	—	31.9	—	—	—	44.7	—	20.5	—	141.0	—	.3	—	—	—	—	—	843.5

APPENDIX TABLE 3 (Cont'd.)

Industrial Zoned Land Survey
Nassau and Suffolk Counties

Municipality	Manufacturing	Non-Manufacturing	Total		Commercial		Residential		Agriculture		Public		Private Utility		Vacant		Other		Under Construction		Transportation		Total Industrially Zoned Land
	Acres	Acres	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres
Town of Oyster Bay Total	1280.8	474.1	1754.9	58.5	363.6	12.1	29.4	1.0	21.1	.7	585.0	19.5	115.6	3.9	124.2	4.1	7.4	.2	—	—	—	—	3001.2
Bethpage	552.7	40.3	593.0	88.4	30.6	4.6	2.7	0.4	—	—	26.7	4.0	—	—	16.8	2.5	.9	0.1	—	—	—	—	670.7
Farmingdale (V)	1.3	6.5	7.8	49.4	2.1	13.3	3.8	24.0	—	—	1.0	6.3	.8	5.1	.3	1.9	—	—	—	—	—	—	15.8
Glen Head	13.8	7.8	21.6	72.5	1.6	5.4	1.5	5.0	—	—	1.0	3.4	2.0	6.7	.1	0.3	2.0	6.7	—	—	—	—	29.8
Glenwood Landing (Pt)	.3	14.7	15.0	26.4	1.5	2.6	—	—	—	—	3.8	6.7	29.6	52.1	6.9	12.1	—	—	—	—	—	—	56.8
Hicksville	194.7	127.2	321.9	49.9	23.2	3.6	8.5	1.3	—	—	187.0	29.0	75.0	11.6	29.1	4.5	—	—	—	—	—	—	644.7
Jericho	52.6	35.7	88.3	59.1	55.1	36.9	.9	0.6	—	—	—	—	—	—	5.1	3.4	—	—	—	—	—	—	149.4
Locust Grove	109.4	31.7	141.1	57.6	16.8	6.9	5.7	2.3	—	—	49.1	20.0	.8	0.3	31.6	12.9	—	—	—	—	—	—	245.1
Massapequa	1.6	4.8	6.4	53.8	.6	5.0	—	—	—	—	4.2	35.3	.4	3.4	.1	0.8	.2	1.7	—	—	—	—	11.9
Massapequa East	—	1.5	1.5	1.7	78.7	90.5	—	—	—	—	5.7	6.5	1.1	1.3	—	—	—	—	—	—	—	—	87.0
Muttontown (V)	20.1	4.7	24.8	81.6	5.3	17.4	—	—	—	—	—	—	—	—	.3	1.0	—	—	—	—	—	—	30.4
Old Bethpage	69.9	17.0	86.9	36.8	1.0	0.4	.5	0.2	—	—	136.9	58.0	1.8	0.8	9.0	3.8	—	—	—	—	—	—	236.1
Oyster Bay	10.6	9.7	20.3	56.2	3.0	8.3	1.8	5.0	—	—	4.6	12.7	—	—	4.4	12.2	2.0	5.5	—	—	—	—	36.1
Plainview	174.5	89.6	264.1	59.7	43.8	9.9	—	—	—	—	122.0	27.6	—	—	11.5	2.6	1.2	0.2	—	—	—	—	442.6
South Farmingdale	14.8	17.7	32.5	64.3	.4	0.8	.9	1.8	—	—	16.7	33.1	—	—	—	—	—	—	—	—	—	—	50.5
Syosset	18.1	46.7	64.8	76.9	18.7	22.2	—	—	—	—	.8	0.9	—	—	—	—	—	—	—	—	—	—	84.3
West Amityville	5.7	1.1	6.8	31.2	.7	3.2	3.1	14.2	—	—	10.0	45.9	1.2	5.5	—	—	—	—	—	—	—	—	21.8
Woodbury	40.7	17.4	58.1	30.9	80.5	42.8	—	—	21.1	11.2	15.5	8.2	2.9	1.5	9.0	4.8	1.1	0.6	—	—	—	—	188.2
Unincorporated Area	1259.4	462.9	1722.3	58.3	356.2	12.0	25.6	0.9	21.1	.7	584.0	19.8	114.8	3.9	123.6	4.2	7.4	0.2	—	—	—	—	2955.0

APPENDIX TABLE 3 (Cont'd.)

Industrial Zoned Land Survey
Nassau and Suffolk Counties

Municipality	*Manu-facturing*	*Non-Manu-facturing*	*Total*		*Commercial*		*Residential*		*Agriculture*		*Public*		*Private Utility*		*Vacant*		*Other*		*Under Construction*		*Trans-portation*		*Total Indus-trially Zoned Land*
SUFFOLK COUNTY	Acres	Acres	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres
Town of Babylon Total	1038.5	668.7	1707.2	46.9	241.3	6.7	52.1	1.4	7.8	.2	272.4	7.5	36.0	1.0	687.7	19.0	.6	—	32.5	.9	591.4	16.3	3629.0
Amityville (V)	35.5	20.8	56.3	54.4	10.8	10.4	19.1	18.5	—	—	3.0	2.9	.8	.8	9.7	9.4	—	—	—	—	3.7	3.6	103.4
Babylon (V)	2.7	16.7	19.4	—	.6	—	.2	—	—	—	4.2	—	1.6	—	1.0	—	—	—	—	—	.2	—	27.2
Copiague	48.6	32.1	80.7	63.0	18.5	14.4	3.5	2.7	—	—	8.2	6.4	—	—	14.9	11.6	—	—	—	—	2.3	1.8	128.1
Deer Park	220.4	140.7	361.1	53.5	29.8	4.4	11.5	1.7	—	—	41.2	6.1	2.6	.4	217.6	32.2	—	—	9.6	1.4	2.0	.3	675.4
East Farmingdale	498.5	268.5	767.0	43.2	157.9	8.9	4.6	.3	7.8	.4	100.0	5.6	6.7	.4	251.3	14.2	.6	—	15.3	.9	461.8	26.0	1773.0
Lindenhurst (V)	29.1	18.9	48.0	68.1	1.2	1.7	2.5	3.5	—	—	8.9	12.6	.5	.7	8.6	12.2	—	—	.2	.3	.6	.9	70.5
North Amityville	21.2	9.2	30.4	84.7	.5	1.4	—	—	—	—	1.2	3.3	—	—	3.8	10.6	—	—	—	—	—	—	35.9
North Lindenhurst	35.3	36.7	72.0	31.8	6.7	3.0	1.5	.7	—	—	12.9	—	2.1	—	10.8	—	—	—	.8	.4	120.8	53.4	226.1
West Babylon	84.3	114.6	198.9	48.1	8.1	2.0	7.0	1.7	—	—	84.2	20.4	21.7	5.3	86.7	21.0	—	—	6.6	1.6	—	—	413.2
Wyandanch	62.9	10.5	73.4	41.7	7.7	4.4	1.7	1.0	—	—	8.6	4.9	—	—	84.8	48.1	—	—	—	—	—	—	176.2
Unincorporated Area Total	971.2	612.3	1583.5	—	229.2	—	29.8	—	7.8	—	256.3	—	33.1	—	668.4	—	.6	—	32.3	—	586.	—	3427.9
Town of Brookhaven Total	272.3	821.9	1094.2	13.1	365.9	4.4	119.8	1.4	179.6	2.2	269.7	3.2	312.0	3.7	5974.9	71.6	—	—	2.0	—	28.1	.3	8346.2
Blue Point	1.6	14.4	16.0	19.0	29.4	34.9	.5	0.6	—	—	—	—	—	—	38.4	45.5	—	—	—	—	—	—	84.3
Brookhaven	5.5	—	5.5	64.7	—	—	—	—	—	—	—	—	—	—	3.0	35.3	—	—	—	—	—	—	8.5
Centereach	—	6.4	6.4	44.7	—	—	.4	2.8	—	—	—	—	3.0	21.0	4.5	31.5	—	—	—	—	—	—	14.3
Center Moriches	3.5	13.8	17.3	16.6	.6	0.6	6.5	6.2	—	—	.2	0.2	—	—	79.4	76.0	—	—	—	—	.4	0.4	104.4
Coram	11.6	22.4	34.0	16.8	—	—	—	—	—	—	3.5	1.7	—	—	165.2	81.5	—	—	—	—	—	—	202.7
East Moriches	—	10.8	10.8	8.3	1.0	0.8	.4	0.3	7.8	6.0	14.8	11.4	—	—	95.1	73.2	—	—	—	—	—	—	129.9
East Patchogue	9.3	22.1	31.4	36.0	11.2	12.8	5.4	6.2	—	—	—	—	11.6	13.3	24.3	27.8	—	—	—	—	3.4	3.9	87.3
Eastport	8.0	1.4	9.4	55.6	2.0	11.8	3.2	18.9	—	—	—	—	—	—	2.3	13.6	—	—	—	—	—	—	16.9
East Setauket	7.3	58.8	66.1	9.2	7.4	1.0	.5	0.1	—	—	1.5	0.2	18.1	2.5	624.0	87.0	—	—	—	—	—	—	717.6
East Shoreham	7.8	—	7.8	13.5	—	—	—	—	—	—	—	—	42.6	73.6	7.5	12.9	—	—	—	—	—	—	57.9
Farmingville	2.6	31.9	34.5	15.8	5.8	2.7	1.7	.8	—	—	22.8	10.5	18.9	8.7	134.0	61.5	—	—	—	—	—	—	217.7
Holtsville (Pt)	11.6	47.6	59.2	8.0	2.7	0.4	20.8	2.8	—	—	20.8	2.8	107.4	14.4	532.8	71.6	—	—	—	—	—	—	743.7
Lake Ronkonkoma (Pt)	2.6	9.0	11.6	15.2	2.8	3.7	3.7	4.9	—	—	4.9	6.4	—	—	38.1	50.0	—	—	—	—	15.1	19.8	76.2
Manorville	22.1	73.4	95.5	5.7	109.3	6.5	1.4	0.1	75.2	4.5	5.0	0.3	4.2	0.2	1388.0	82.7	—	—	—	—	—	—	1678.6
Mastic	7.4	.2	7.6	87.4	1.1	12.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8.7
Mastic Beach	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.5	100.0	—	—	—	—	—	—	12.5
Medford	19.7	81.4	101.1	10.4	5.4	0.6	31.4	3.2	11.3	1.2	34.1	3.5	39.3	4.1	744.9	76.8	—	—	2.0	0.2	—	—	969.5
Middle Island	--	274.8	274.8	66.9	1.6	0.4	4.6	1.1	—	—	—	—	—	—	129.7	31.6	—	—	—	—	—	—	410.7
Miller Place	—	6.7	6.7	62.6	—	—	—	—	—	—	—	—	—	—	4.0	37.4	—	—	—	—	—	—	10.7
North Bellport	7.4	8.3	15.7	3.8	2.1	0.5	4.8	1.2	37.7	9.0	17.7	4.2	1.4	0.3	337.6	81.0	—	—	—	—	—	—	417.0

APPENDIX TABLE 3 (Cont'd.)

Industrial Zoned Land Survey
Nassau and Suffolk Counties

Municipality	*Manu-facturing*	*Non-Manu-facturing*	*Total*		*Commercial*		*Residential*		*Agriculture*		*Public*		*Private Utility*		*Vacant*		*Other*		*Under Construction*		*Trans-portation*		*Total Indus-trially Zoned Land*
	Acres	Acres	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres
North Patchogue	4.4	—	4.4	4.9	5.9	6.6	—	—	—	—	—	—	—	—	78.8	88.4	—	—	—	—	—	—	89.1
Patchogue (V)	22.0	37.6	59.6	37.6	19.0	12.0	27.5	17.3	—	—	19.6	12.4	4.1	2.6	22.9	14.4	—	—	—	—	5.8	3.7	158.5
Port Jefferson (V)	30.3	.7	31.0	38.0	1.1	1.3	—	—	—	—	—	—	38.6	47.3	10.9	13.4	—	—	—	—	—	—	81.6
Port Jefferson Station	56.9	72.5	129.4	25.5	3.2	0.6	3.9	0.8	23.9	4.7	26.8	5.3	22.8	4.5	295.1	58.2	—	—	—	—	1.6	0.3	506.7
Ridge	—	—	—	—	—	—	—	—	—	—	—	—	—	—	135.8	100.0	—	—	—	—	—	—	135.8
Rocky Point	—	.9	.9	12.2	1.4	18.9	—	—	—	—	—	—	—	—	5.1	68.9	—	—	—	—	—	—	7.4
Selden	—	1.8	1.8	42.9	2.1	50.0	—	—	—	—	—	—	—	—	.3	7.1	—	—	—	—	—	—	4.2
Shirley	1.2	1.3	2.5	5.1	.6	1.2	—	—	—	—	45.1	91.7	—	—	1.0	2.0	—	—	—	—	—	—	49.2
Stony Brook	—	—	—	—	—	—	—	—	—	—	—	—	—	—	182.0	100.0	—	—	—	—	—	—	182.0
Yaphank	29.5	23.7	53.2	4.6	151.6	13.0	1.7	0.1	23.7	2.0	52.9	4.6	—	—	877.7	75.5	—	—	—	—	1.8	0.2	1162.6
Unincorporated Total Area	220.0	783.6	1,003.6	12.4	345.8	4.3	92.3	1.1	179.6	2.2	250.1	3.1	269.3	3.3	5,941.1	73.3	—	—	2.0	—	22.3	0.3	8106.1
Town of E. Hampton Total	43.5	100.7	144.2	9.8	11.7	.8	22.3	1.5	—	—	162.8	11.1	15.4	1.1	821.5	55.8	—	—	—	—	295.0	20.0	1472.9
Amagansett	35.0	45.5	80.5	46.6	1.7	1.0	9.4	5.5	—	—	17.1	9.9	.3	.2	63.6	36.8	—	—	—	—	—	—	172.6
East Hamtpon (V)	.7	7.8	8.5	30.9	3.8	13.8	2.2	8.0	—	—	9.4	34.2	2.7	9.8	.9	3.3	—	—	—	—	—	—	27.5
Montauk	—	7.1	7.1	4.2	—	—	8.0	5.0	—	—	1.0	.6	—	—	110.7	65.9	—	—	—	—	40.7	24.2	167.9
Napeague	—	2.0	2.0	1.3	—	—	—	—	—	—	134.0	98.7	—	—	—	—	—	—	—	—	—	—	136.0
Wainscott	7.8	38.8	46.1	4.8	6.2	.6	2.3	.2	—	—	1.3	.1	12.4	1.3	646.3	66.7	—	—	—	—	254.3	26.2	968.9
Unincorporated Total	42.8	97.	135.7	9.4	7.9	.5	20.1	1.4	—	—	153.4	10.6	12.7	.9	820.6	56.8	—	—	—	—	295.0	20.4	1445.4
Town of Huntington Total	690.0	190.2	880.2	44.9	224.6	11.4	18.4	.9	66.4	3.4	110.2	5.6	210.9	10.7	423.3	21.6	—	—	19.8	1.0	8.1	.4	1961.9
Commack (Pt)	4.7	3.3	8.0	29.3	.6	2.2	1.9	7.0	5.7	20.9	—	—	—	—	11.1	40.6	—	—	—	—	—	—	27.3
Dix Hills	9.6	—	9.6	37.6	—	—	—	—	—	—	—	—	—	—	15.9	62.4	—	—	—	—	—	—	25.5
Elwood	16.3	19.7	36.0	43.4	9.0	10.9	2.8	3.4	6.8	8.2	—	—	5.1	6.1	23.2	28.0	—	—	—	—	—	—	82.9
East Northport	3.0	8.9	11.9	15.4	.7	0.9	2.2	2.8	—	—	43.4	56.1	7.4	9.6	3.9	5.0	—	—	—	—	7.9	10.2	77.4
Greenlawn	59.7	.8	60.5	98.2	.3	0.5	—	—	—	—	—	—	—	—	.8	1.3	—	—	—	—	—	—	61.6
Huntington	—	6.3	6.3	14.4	9.2	21.0	2.3	5.2	—	—	19.4	44.3	—	—	6.6	15.1	—	—	—	—	—	—	43.8
Huntington Station	91.7	47.4	139.1	55.0	23.3	9.2	7.7	3.0	1.0	0.4	3.2	1.2	22.5	8.9	56.1	22.2	—	—	—	—	.2	.1	253.1
Melville	505.0	103.8	608.8	50.0	181.5	14.9	1.5	0.1	52.9	4.3	40.0	3.3	9.0	0.7	305.7	25.1	—	—	19.8	1.6	—	—	1219.2
Northport (Uninc.)	—	—	—	—	—	—	—	—	—	—	4.2	2.5	166.9	97.5	—	—	—	—	—	—	—	—	171.1

APPENDIX TABLE 3 (Cont'd.)

Industrial Zoned Land Survey
Nassau and Suffolk Counties

Municipality	Manufacturing	Non-Manufacturing	Total		Commercial		Residential		Agriculture		Public		Private Utility		Vacant		Other		Under Construction		Transportation		Total Industrially Zoned Land
	Acres	Acres	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres
Town of Islip Total	902.5	574.0	1,476.5	21.8	188.5	2.8	146.2	2.2	40.2	.6	401.9	5.9	109.6	1.6	3,031.5	44.7	—	—	76.7	1.1	1,312.2	19.3	6,783.3
Bayport	15.8	16.9	32.7	12.8	15.6	6.1	13.3	5.2	7.9	3.1	6.5	2.5	1.5	.6	177.9	69.7	—	—	—	—	—	—	255.4
Bay Shore	20.2	28.4	48.6	28.9	16.1	9.6	28.0	16.7	—	—	32.2	19.2	7.1	4.2	30.5	18.2	—	—	—	—	5.5	3.3	168.0
Bohemia	179.7	87.0	266.7	31.9	22.9	2.7	21.8	2.6	6.6	.8	29.0	3.5	9.8	1.2	447.9	53.5	—	—	31.0	3.7	.9	.1	836.6
Brentwood	69.1	16.3	85.4	14.7	13.3	2.3	6.7	1.2	2.4	.4	9.9	1.7	22.5	3.9	437.2	75.2	—	—	3.6	.6	—	—	581.0
Central Islip	65.2	50.8	116.0	27.9	5.8	1.4	11.9	2.9	.5	.1	25.5	6.1	28.3	6.8	218.1	52.4	—	—	8.4	2.0	1.5	.4	416.0
East Islip	—	3.2	3.2	43.2	—	—	1.8	24.3	—	—	.3	4.1	—	—	2.1	28.4	—	—	—	—	—	—	7.4
Great River	90.7	—	90.7	99.6	.4	.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91.1
Hauppauge (pt)	74.0	87.1	161.1	50.5	21.9	6.9	3.8	1.2	—	—	5.3	1.7	—	—	123.0	38.6	—	—	3.6	1.1	—	—	318.7
Holbrook	54.2	18.1	72.3	11.6	2.9	.5	9.1	1.5	7.0	1.1	47.4	7.6	20.3	3.3	453.4	72.7	—	—	6.2	1.0	5.1	.8	623.7
Holtsville (pt)	—	—	—	—	—	—	—	—	—	—	—	—	2.0	6.8	27.2	93.2	—	—	—	—	—	—	29.2
Islip	14.5	35.4	49.9	26.6	33.2	17.7	7.8	4.2	—	—	52.8	28.2	3.5	1.9	35.6	19.0	—	—	—	—	4.6	2.5	187.4
Lake Ronkonkoma (pt)	71.4	52.6	124.0	5.7	18.1	.8	10.6	.5	6.2	.3	50.5	2.3	—	—	667.4	30.8	—	—	22.7	1.0	1,267.4	58.5	2,166.9
North Bay Shore	176.8	89.4	266.2	50.1	27.1	5.1	14.5	2.7	—	—	50.7	9.5	1.0	.2	170.9	32.1	—	—	1.2	.2	—	—	531.6
North Great River	10.6	46.7	57.3	57.1	—	—	1.4	1.4	—	—	.5	.5	—	—	41.2	41.0	—	—	—	—	—	—	100.4
Oakdale	2.5	5.8	8.3	3.8	3.2	1.5	4.9	2.2	—	—	64.7	29.6	—	—	137.8	63.0	—	—	—	—	—	—	218.9
Sayville	2.3	13.2	15.5	49.2	3.2	10.2	7.0	22.2	—	—	—	—	—	—	5.8	18.4	—	—	—	—	—	—	31.5
West Bay Shore	29.6	1.3	30.9	58.3	.4	.8	—	—	—	—	1.1	2.1	11.1	20.9	9.5	17.9	—	—	—	—	—	—	53.0
West Islip	7.1	7.3	14.4	30.6	.9	1.9	1.6	3.4	—	—	1.5	3.2	.6	1.3	.9	1.9	—	—	—	—	27.2	57.7	47.1
West Sayville	18.8	14.5	33.3	27.9	3.5	2.9	2.0	1.7	9.6	8.0	24.0	20.1	1.9	1.6	45.1	37.8	—	—	—	—	—	—	119.4
Town of Riverhead Total	392.5	218.8	611.3	4.6	360.6	2.7	294.7	2.2	3,692.0	28.1	3,235.9	24.6	43.7	.3	2,619.6	19.9	1.5	—	1.6	—	2,289.1	17.4	13,150.0
Aquebogue	80.7	.9	81.6	70.3	4.6	3.9	3.7	3.2	13.1	11.3	—	—	—	—	10.2	8.8	—	—	—	—	2.9	2.5	116.1
Calverton	253.6	95.0	348.6	3.6	310.0	3.2	220.9	2.3	2,271.8	23.4	2,158.5	22.2	35.2	0.4	2,075.4	21.4	—	—	1.6	—	2,275.5	23.5	9,697.5
Jamesport	—	4.6	4.6	14.4	17.6	55.0	6.3	19.7	—	—	—	—	—	—	3.5	10.9	—	—	—	—	—	—	32.0
Northville	27.9	77.8	105.7	8.4	.9	0.1	11.9	0.9	885.0	70.2	—	—	—	—	255.8	20.3	1.5	0.1	—	—	—	—	1,260.8
Riverhead	30.3	37.5	67.8	22.2	20.9	6.9	40.1	13.1	—	—	42.9	14.1	8.5	2.8	113.9	37.4	—	—	—	—	10.7	3.5	304.8
Wading River	—	3.0	3.0	0.2	6.6	0.4	11.8	0.7	522.1	30.0	1,034.5	59.5	—	—	160.8	9.2	—	—	—	—	—	—	1,738.8
Town of Southold Total	23.0	85.4	108.4	21.9	80.4	16.2	13.1	2.6	180.0	36.4	.9	.2	1.4	.3	91.5	18.5	9.2	1.9	—	—	9.7	2.0	494.6
Cutchogue	—	12.1	12.1	8.6	—	—	.8	.6	117.4	83.7	—	—	—	—	10.0	7.1	—	—	—	—	—	—	140.3
East Marion	1.6	18.9	20.5	32.6	—	—	.3	.5	—	—	—	—	—	—	32.8	52.2	9.2	14.6	—	—	—	—	62.8
Fishers Island	—	2.2	2.2	24.2	2.1	23.1	1.2	13.2	—	—	—	—	1.4	15.4	2.2	24.2	—	—	—	—	—	—	9.1
Greenport (V)	—	1.8	1.8	20.9	.3	3.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.5	75.6	8.6
Greenport Unincorporated	.6	4.1	4.7	15.8	19.0	63.8	—	—	—	—	—	—	—	—	6.1	20.5	—	—	—	—	—	—	29.8
Mattituck	12.6	16.5	29.1	23.4	.8	.6	5.2	4.2	55.7	44.8	—	—	—	—	33.6	27.0	—	—	—	—	—	—	124.4
New Suffolk	.8	—	.8	5.1	10.5	66.5	2.4	15.2	—	—	.9	5.7	—	—	1.2	7.6	—	—	—	—	—	—	15.8
Peconic	—	4.4	4.4	88.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	.6	12.0	5.0
Southold	7.4	25.4	32.8	33.2	48.0	48.6	2.9	6.9	7.0	—	—	—	—	—	5.6	5.7	—	—	—	—	2.6	2.6	98.8
Unincorporated Area	23.0	83.6	106.6	21.9	80.1	16.5	13.1	2.7	180.0	37.0	.9	.2	1.4	.3	91.5	18.8	9.2	1.9	—	—	3.2	.7	486.0

APPENDIX TABLE 3 (Cont'd.)

Industrial Zoned Land Survey
Nassau and Suffolk Counties

Municipality	Non-Manufacturing		Total		Commercial		Residential		Agriculture		Public		Private Utility		Vacant		Other		Under Construction		Transportation		Total Industrially Zoned Land
	Acres	Acres	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres
Town of Smithtown Total	470.1	388.4	858.5	36.0	62.3	2.6	29.1	1.2	54.5	2.3	156.5	6.6	139.1	5.8	1035.6	43.5	—	—	42.3	1.8	4.8	.2	2,382.7
Commack (Pt)	88.4	61.1	149.5	60.6	1.2	0.5	—	—	—	—	4.8	1.9	3.1	1.3	88.1	35.7	—	—	—	—	—	—	246.7
Hauppauge (Pt)	289.7	83.7	373.4	31.8	27.5	2.3	1.2	0.1	43.1	3.7	55.4	4.7	129.5	11.0	503.1	42.8	—	—	42.3	3.6	—	—	1,175.5
Kings Park	64.7	154.9	219.6	48.6	10.8	2.4	6.8	1.5	—	—	44.5	9.8	4.0	0.9	165.6	36.7	—	—	—	—	.3	0.1	451.6
Nesconset	3.8	42.4	46.2	19.4	9.8	4.1	18.1	7.6	11.4	4.8	26.6	11.2	2.5	1.1	123.2	51.8	—	—	—	—	—	—	237.8
Smithtown	2.6	7.5	10.1	20.8	3.0	6.2	—	—	—	—	—	—	—	—	35.5	73.0	—	—	—	—	—	—	48.6
St. James	20.9	38.8	59.7	26.8	10.0	4.5	3.0	1.3	—	—	25.2	11.3	—	—	120.1	54.0	—	—	—	—	4.5	2.0	222.5
Town of Southampton	20.6	190.1	210.7	2.9	132.4	1.9	69.7	1.0	177.0	2.5	270.7	3.8	15.8	.2	4901.0	68.4	—	—	—	—	1,387.7	19.4	7,165.0
Bridgehampton	8.4	8.6	17.0	26.6	—	—	3.4	5.3	40.9	63.9	—	—	—	—	2.7	4.2	—	—	—	—	—	—	64.0
Hampton Park	2.1	1.7	3.8	12.0	2.5	7.0	—	—	4.1	13.0	1.1	3.5	8.5	26.9	11.6	36.7	—	—	—	—	—	—	31.6
Quogue (V)	—	26.2	26.2	22.4	—	—	—	—	—	—	29.4	25.2	—	—	61.0	52.2	—	—	—	—	.2	0.2	116.8
Southampton (V)	—	4.8	6.8	9.4	—	—	4.8	6.6	30.1	41.5	2.1	2.9	2.3	3.2	16.7	23.1	—	—	—	—	9.6	13.3	72.4
Speonk	—	—	—	—	—	—	2.4	12.7	—	—	—	—	—	—	16.5	87.3	—	—	—	—	—	—	18.9
Westhampton	8.1	123.6	131.7	1.9	127.1	1.9	56.9	0.8	101.9	1.5	236.6	3.5	5.1	0.1	4768.8	70.3	—	—	—	—	1,351.7	19.9	6,779.7
Westhampton Beach (V)	—	21.5	21.5	26.3	2.8	3.4	2.2	2.7	—	—	1.5	1.8	—	—	27.4	33.6	—	—	—	—	26.2	32.1	81.6
Unincorporated Area	18.6	133.9	152.5	2.2	129.6	1.9	62.7	0.9	146.9	2.1	237.7	3.5	13.5	0.2	4,799.6	69.6	—	—	—	—	1,351.7	19.6	6,894.2

(Communities Located in Two Towns)

Municipality	Manufacturing	Non-Manufacturing	Total		Commercial		Residential		Agriculture		Public		Private Utility		Vacant		Other		Under Construction		Transportation		Total Industrially Zoned Land
	Acres	Acres	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres
NASSAU COUNTY																							
Glenwood Landing	1.3	23.2	24.5	30.6	1.5	1.9	1.3	1.6	—	—	4.1	5.1	41.7	52.1	6.9	8.6	—	—	—	—	—	—	80.0
North New Hyde Park	62.9	14.5	77.4	53.8	58.5	40.6	—	—	—	—	6.9	4.8	.8	.6	.4	.3	—	—	—	—	—	—	144.0
SUFFOLK COUNTY																							
Commack	93.1	64.4	157.5	57.5	1.8	.7	1.9	.7	5.7	2.1	4.8	1.8	3.1	1.1	99.2	36.2	—	—	—	—	—	—	274.0
Hauppauge	363.7	170.8	534.5	35.8	49.4	3.3	5.0	.3	43.1	2.9	60.7	4.1	129.5	8.7	626.1	41.9	—	—	45.9	3.1	—	—	1,494.2
Holtsville	11.8	47.8	59.2	7.7	2.7	.3	20.8	2.7	—	—	20.8	2.7	109.4	14.2	560.0	72.5	—	—	—	—	—	—	772.9
Lake Ronkonkoma	74.0	61.6	135.6	6.0	20.9	.9	14.3	.6	6.2	.3	55.4	2.5	—	—	705.5	31.5	—	—	22.7	1.0	1,282.5	57.2	2,243.1

APPENDIX TABLE 4
SIC Codes
Standard Industrial Classification (SIC)

The following is a listing of those SIC's used in this Industrially Zoned Land Analysis:

14 Mining and quarrying of non-metallic minerals, except fuels
15 Building construction—general contractors and operative builders
16 Construction other than building construction—general contractors
17 Construction—special trade contractors
20 Food and kindred products
22 Textile mill products
23 Apparel and other finished products made from fabrics and similar materials
24 Lumber and wood products, except furniture
25 Furniture and fixtures
26 Paper and allied products
27 Printing, publishing, allied industries
28 Chemicals and allied products
29 Petroleum refining and related industries
30 Rubber and miscellaneous plastics products
31 Leather and leather products
32 Stone, clay, glass, and concrete products
33 Primary metal industries
34 Fabricated metal products, except machinery and transportation equipment
35 Machinery, except electrical
36 Electrical and electronic machinery, equipment, and supplies
37 Transportation equipment
38 Measuring, analyzing, and controlling instruments; photographic, medical and optical goods; watches and clocks
39 Miscellaneous manufacturing industries
41 Local and suburban transit and interurban highway passenger transportation
42 Motor freight transportation and warehousing
44 Water transportation
45 Transportation by air
47 Transportation services
50 Wholesale trade—durable goods
51 Wholesale trade—non-durable goods
52 Building materials, hardware, garden supply, and mobile home dealers
59 Miscellaneous retail
72 Personal services
73 Business services
75 Automotive repair, services, and garages
76 Miscellaneous repair services

APPENDIX TABLE 5

Manufacturing and Non-Manufacturing Firms by SIC, Sq. Ft. and Employees

Industrial Classification Standard	City of Glen Cove			Town of Hempstead			City of Long Beach			Town of North Hempstead			Town of Oyster Bay			Nassau County Total		
	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees
14	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	1	2	NA
15-17	3	13	—	83	245	—	—	—	—	54	141	—	46	253	—	186	652	NA
20	—	—	—	10	105	210	—	—	—	6	101	202	5	174	348	21	380	760
22	2	203	447	15	171	376	—	—	—	5	158	348	7	76	167	29	608	1,338
23	3	45	131	31	562	1,630	1	8	23	7	43	125	13	188	545	55	846	2,454
24	—	—	—	19	212	339	—	—	—	7	57	91	5	64	102	31	333	532
25	1	5	8	30	427	641	—	—	—	12	278	417	10	86	129	53	796	1,195
26	—	—	—	19	628	879	—	—	—	6	96	134	7	336	470	32	1,060	1,483
27	1	4	11	47	583	1,574	—	—	—	27	325	878	46	497	1,342	121	1,409	3,805
28	1	5	8	25	558	837	—	—	—	12	452	678	27	559	839	65	1,574	2,362
29	1	1	NA	2	5	NA	—	—	—	—	—	—	1	6	NA	4	12	NA
30	3	75	143	29	449	853	—	—	—	20	249	473	21	258	490	73	1,031	1,959
31	—	—	—	2	7	14	—	—	—	1	16	32	2	48	96	5	71	142
32	2	104	198	8	142	270	—	—	—	7	45	86	1	67	127	18	358	681
33	—	—	—	7	121	182	—	—	—	10	191	287	7	455	683	24	767	1,152
34	6	86	163	68	625	1,188	—	—	—	53	805	1,530	53	871	1,655	180	2,387	4,536
35	4	48	101	62	315	662	—	—	—	73	735	1,544	56	692	1,453	195	1,790	3,760
36	5	126	365	43	546	1,583	1	8	23	35	356	1,032	75	1,695	4,916	159	2,731	7,919
37	—	—	—	14	528	1,426	—	—	—	9	134	362	10	5,261	14,205	33	5,923	15,993
38	2	84	202	23	263	631	—	—	—	24	1,743	4,183	26	476	1,142	75	2,566	6,158
39	3	88	185	26	378	794	1	75	158	16	119	250	25	243	510	71	903	1,897
41	—	—	—	4	23	—	—	—	—	1	2	—	3	3	—	8	28	NA
42	2	44	31	32	153	107	1	15	11	32	284	199	21	414	290	88	910	638
44-47	—	—	—	5	58	—	—	—	—	1	14	—	3	64	—	9	136	NA
50, 51	22	498	498	274	3,558	3,558	2	13	13	257	3,650	3,650	333	5,879	5,879	888	13,598	13,598
52	—	—	—	4	45	—	—	—	—	14	141	—	9	135	—	27	321	NA
59	4	4	—	33	173	—	—	—	—	17	121	—	23	258	—	77	556	NA
72	1	15	30	6	54	108	—	—	—	—	—	—	1	2	4	8	71	142
73	—	—	—	13	209	355	—	—	—	17	253	430	13	75	128	43	537	913
75	1	1	—	68	280	—	—	—	—	39	171	—	33	200	—	141	652	NA
76	—	—	—	3	..6	9	—	—	—	11	54	81	17	106	159	31	166	249
Total	67	1,449	2,521	1,005	11,429	18,226	6	119	228	773	10,734	17,012	900	19,443	35,679	2,751	43,174	73,666

APPENDIX TABLE 5 (Cont'd.)

Manufacturing and Non-Manufacturing Firms by SIC, Sq. Ft. and Employees

Standard Classification Industrial	Town of Babylon			Town of Brookhaven			Town of East Hampton			Town of Huntington			Town of Islip			Town of Riverhead		
	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees
14	2	3	NA	11	13	NA	—	—	—	—	—	—	4	2	NA	—	—	—
15-17	82	405	NA	25	138	NA	9	18	NA	16	52	NA	72	323	NA	1	7	NA
20	16	323	592	6	187	544	—	—	—	4	81	84	10	769	1,540	6	69	103
22	30	403	863	5	133	299	—	—	—	—	—	—	11	180	423	—	—	—
23	37	492	1,334	7	72	426	—	—	—	4	162	329	19	308	981	—	—	—
24	43	453	849	6	60	51	—	—	—	3	16	17	19	232	446	3	23	26
25	39	516	827	1	5	9	—	—	—	1	42	45	12	174	253	—	—	—
26	27	678	1,048	3	72	140	—	—	—	3	360	290	8	326	526	1	30	10
27	98	1,186	2,195	3	13	74	—	—	—	11	718	3,536	27	404	758	—	—	—
28	53	1,234	2,935	3	112	75	—	—	—	8	1,006	1,085	19	400	488	8	215	143
29	2	15	NA	3	22	NA	1	16	NA	2	7	NA	6	72	NA	—	—	—
30	54	852	1,385	1	169	180	—	—	—	5	196	683	15	454	872	—	—	—
31	7	43	71	—	—	—	—	—	—	—	—	—	7	150	312	—	—	—
32	31	289	582	8	47	71	2	14	29	5	79	132	26	312	539	3	13	27
33	25	340	415	—	—	—	—	—	—	2	31	107	3	149	265	—	—	—
34	184	2,297	4,195	9	256	333	—	—	—	6	105	409	73	935	1,680	—	—	—
35	275	1,707	3,251	8	271	557	—	—	—	12	301	794	53	769	1,431	1	6	10
36	137	2,889	5,226	5	193	629	—	—	—	36	2,491	9,406	76	1,422	4,504	4	128	1,372
37	40	2,734	7,407	11	493	843	1	15	75	6	142	166	19	405	1,205	3	827	3,009
38	49	589	1,493	2	99	216	—	—	—	5	50	225	22	628	1,312	—	—	—
39	41	533	1,231	2	12	24	—	—	—	6	251	534	24	844	1,671	—	—	—
41	5	56	NA	—	—	—	—	—	—	5	64	NA	5	33	NA	—	—	—
42	84	1,365	1,055	36	185	62	3	33	16	8	297	254	49	1,131	1,014	6	151	74
44-47	2	17	NA	2	9	NA	—	—	—	—	—	—	4	4	NA	—	—	—
50, 51	354	4,398	4,280	51	408	305	2	29	27	28	722	1,047	158	2,230	2,161	11	88	65
52	6	38	NA	5	89	NA	3	49	NA	7	106	NA	12	199	NA	5	83	NA
59	11	35	NA	9	56	NA	3	7	NA	3	13	NA	18	36	NA	5	16	NA
72	5	11	9	3	56	136	—	—	—	—	—	—	5	25	4	—	—	—
73	52	694	1,218	1	12	20	—	—	—	8	95	186	33	536	879	—	—	—
75	141	571	NA	33	152	NA	3	7	NA	18	82	NA	72	247	NA	3	7	NA
76	27	117	123	6	12	8	1	3	1	5	10	93	15	50	60	—	—	—
Total	1,959	25,283	42,584	265	3,346	5,002	28	191	148	217	7,478	19,422	896	13,849	23,361	60	1,663	4,839

APPENDIX TABLE 5 (Cont'd.)

Manufacturing and Non-Manufacturing Firms by SIC, Sq. Ft. and Employees

Standard Industrial Classification	Town of Smithtown			Town of Southhampton			Town of Southold			Suffolk County Total			Bi-County Total		
	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees	# Firms	Total Sq. Ft. (000)	Total Employees
14	17	40	NA	9	—	—	—	—	—	43	58	NA	44	60	NA
15-17	2	7	NA	7	41	NA	2	3	NA	216	994	NA	402	1,646	NA
20	1	30	47	1	13	35	—	—	—	44	1,472	2,945	65	1,852	3,705
22	3	93	165	1	2	2	—	—	—	50	811	1,752	79	1,419	3,090
23	3	92	215	1	8	55	1	4	3	72	1,138	3,343	127	1,984	5,797
24	5	147	156	1	35	30	—	—	—	80	966	1,575	111	1,299	2,107
25	6	88	113	—	—	—	—	—	—	59	825	1,247	112	1,621	2,442
26	3	157	312	—	—	—	—	—	—	45	1,623	2,326	77	2,683	3,809
27	12	324	578	—	—	—	—	—	—	151	2,645	7,141	272	4,054	10,946
28	12	277	324	2	55	28	2	34	18	107	3,333	5,096	172	4,907	7,458
29	3	25	NA	—	—	—	—	—	—	17	157	NA	21	169	NA
30	5	164	357	—	—	—	—	—	—	80	1,835	3,477	153	2,866	5,436
31	1	18	35	—	—	—	—	—	—	15	211	418	20	282	560
32	9	98	207	—	—	—	1	6	30	85	858	1,617	103	1,216	2,298
33	6	138	223	—	—	—	—	—	—	36	658	1,010	60	1,425	2,162
34	13	378	1,081	—	—	—	—	—	—	285	3,971	7,698	465	6,358	12,234
35	20	340	933	1	2	9	1	30	76	371	3,426	7,061	566	5,216	10,821
36	50	2,386	6,481	1	2	1	1	9	15	310	9,520	27,634	469	12,251	35,553
37	4	51	154	2	3	2	4	77	67	90	4,747	12,928	123	10,670	28,921
38	18	563	1,397	—	—	—	—	—	—	96	1,929	4,643	171	4,495	10,801
39	14	199	397	2	4	4	—	—	—	89	1,843	3,861	160	2,746	5,758
41	1	0	NA	1	10	NA	—	—	—	17	163	NA	25	191	NA
42	14	195	50	5	13	11	10	49	17	215	3,419	2,553	303	4,329	3,191
44-47	—	—	—	1	9	NA	2	8	NA	11	47	NA	20	183	NA
50, 51	54	1,146	1,476	13	107	79	8	51	136	679	9,279	9,576	1,567	22,877	23,174
52	2	15	NA	3	74	NA	3	49	NA	46	702	NA	73	1,023	NA
59	3	6	NA	2	4	NA	3	7	NA	57	180	NA	134	736	NA
72	—	—	—	—	—	—	—	—	—	13	92	186	21	163	328
73	6	84	100	3	16	5	1	9	27	104	1,445	2,432	147	1,982	3,345
75	16	68	NA	9	27	NA	2	10	NA	297	1,171	NA	438	1,823	NA
76	—	—	—	4	5	5	—	—	—	58	197	293	89	363	542
Total	303	7,129	14,801	69	430	266	41	346	389	3,838	59,715	110,812	6,589	102,889	184,478

APPENDIX TABLE 6
SIC 20
Food & Kindred Products

Rank	Community	Sq. Ft.
1.	North Bay Shore	646
2.	Deer Park	92
3.	No. Patchogue	90
4.	East Farmingdale	75
5.	Jericho	75
6.	No. Lindenhurst	69
7.	Melville	60
8.	Garden City East	56
9.	Eastport	54
10.	Garden City Park	53

APPENDIX TABLE 7
SIC 22
Textile Mill Products

Rank	Community	Sq. Ft.
1.	Glen Cove	203
2.	Herricks	120
3.	North Bay Shore	116
4.	Deer Park	112
5.	East Farmingdale	111
6.	Port Jefferson Sta.	110
7.	Hauppauge	93
8.	Lindenhurst	55
9.	Garden City	48
10.	Copiague	46

APPENDIX TABLE 8
SIC 23
Apparel & Other Finished Products Made from Fabrics

Rank	Community	Sq. Ft.
1.	East Farmingdale	277
2.	Inwood	264
3.	North Bay Shore	162
4.	Commack	127
5.	Freeport	102
6.	Jericho	87
7.	Copiague	83
8.	Lynbrook	82
9.	Melville	78
10.	Oceanside	74

APPENDIX TABLE 9
SIC 24
Lumber & Wood Products, Except Furniture

Rank	Community	Sq. Ft.
1.	East Farmingdale	209
2.	Deer Park	159
3.	Brentwood	109
4.	Hauppauge	84
5.	Commack	73
6.	Oceanside	49
7.	Freeport	47
8.	Bohemia	45
9.	East Rockaway	42
10.	East Patchogue	41

APPENDIX TABLE 10
SIC 25
Furniture & Fixtures

Rank	Community	Sq. Ft.
1.	East Farmingdale	223
2.	Freeport	130
3.	Inwood	125
4.	Carle Place	109
5.	Deer Park	93
6.	Lindenhurst	92
7.	Hauppauge	74
8.	Bohemia	62
9.	New Cassel	57
10.	Garden City East	52

APPENDIX TABLE 11
SIC 26
Paper & Allied Products

Rank	Community	Sq. Ft.
1.	Deer Park	283
2.	Hauppauge	267
3.	Locust Grove	263
4.	Valley Stream South	239
5.	Huntington Station	190
6.	Melville	170
7.	Inwood	158
8.	East Farmingdale	149
9.	Wyandanch	100
10.	Amityville	82

APPENDIX TABLE 12
SIC 27
Printing, Publishing & Allied Industries

Rank	Community	Sq. Ft.
1.	East Farmingdale	788
2.	Melville	692
3.	Hauppauge	342
4.	Plainview	213
5.	Freeport	137
6.	Garden City East	133
7.	Deer Park	133
8.	Hicksville	122
9.	North Bay Shore	100
10.	West Babylon	96

APPENDIX TABLE 13
SIC 28
Chemicals & Allied Products

Rank	Community	Sq. Ft.
1.	Melville	886
2.	East Farmingdale	572
3.	Deer Park	311
4.	East Hills	306
5.	Hauppauge	300
6.	Garden City East	170
7.	Old Bethpage	162
8.	Riverhead	161
9.	Hicksville	151
10.	Wyandanch	145

APPENDIX TABLE 14
SIC 30
Rubber & Miscellaneous Products

Rank	Community	Sq. Ft.
1.	East Farmingdale	362
2.	Melville	190
3.	Lake Ronkonkoma	183
4.	East Setauket	169
5.	Garden City East	151
6.	Hicksville	122
7.	Wyandanch	113
8.	New Cassel	110
9.	Freeport	101
10.	Deer Park	100

APPENDIX TABLE 15
SIC 32
Stone, Clay, Glass and Concrete Products

Rank	Community	Sq. Ft.
1.	North Bay Shore	126
2.	West Babylon	112
3.	Glen Cove	104
4.	Holbrook	85
5.	East Farmingdale	73
6.	Huntington Station	59
7.	Old Bethpage	59
8.	Wantagh	52
9.	Hempstead	49
10.	Brentwood	46

APPENDIX TABLE 16
SIC 33
Primary Metal Industries

Rank	Community	Sq. Ft.
1.	Locust Grove	326
2.	East Farmingdale	228
3.	Hauppauge	188
4.	Woodbury	117
5.	Port Washington No.	106
6.	Bohemia	68
7.	Freeport	63
8.	West Babylon	48
9.	Oceanside	41
10.	Central Islip	31

APPENDIX TABLE 17
SIC 34
Fabricated Metal Products

Rank	Community	Sq. Ft.
1.	East Farmingdale	1002
2.	Hauppauge	490
3.	Plainview	479
4.	Deer Park	405
5.	Mineola	242
6.	West Babylon	230
7.	Copiague	213
8.	Hicksville	211
9.	Bohemia	199
10.	Freeport	170

APPENDIX TABLE 18
SIC 35
Machinery, Except Electrical

Rank	Community	Sq. Ft.
1.	East Farmingdale	740
2.	Hauppauge	379
3.	Plainview	350
4.	Bohemia	285
5.	Deer Park	270
6.	Mineola	256
7.	New Cassel	251
8.	West Babylon	245
9.	Melville	221
10.	Yaphank	195

APPENDIX TABLE 19
SIC 36
Electrical and Electronic Machinery Equipment & Supplies

Rank	Community	Sq. Ft.
1.	Hauppauge	2203
2.	Melville	1574
3.	Deer Park	1192
4.	East Farmingdale	985
5.	Plainview	599
6.	Hicksville	455
7.	Huntington Sta.	398
8.	Bohemia	384
9.	Commack	370
10.	Wyandanch	223

APPENDIX TABLE 20
SIC 37
Transportation Equipment

Rank	Community	Sq. Ft.
1.	Bethpage	4426
2.	East Farmingdale	2553
3.	Calverton	824
4.	Hicksville	525
5.	Garden City East	352
6.	Port Jefferson Sta.	258
7.	West Bay Shore	140
8.	North Bay Shore	100
9.	North Bellport	90
10.	Melville	85

APPENDIX TABLE 21
SIC 38
Measuring, Analyzing & Controlling Instruments, Photographic, Medical & Optical Goods, Watches & Clocks

Rank	Community	Sq. Ft.	Rank	Community	Sq. Ft.
1.	Lake Success	744	6.	Jericho	153
2.	North New Hyde Park	744	7.	New Cassel	142
3.	Hauppauge	394	8.	Bohemia	142
4.	East Farmingdale	331	9.	North Bay Shore	137
5.	Plainview	163	10.	Holbrook	126

APPENDIX TABLE 22
SIC 39
Miscellaneous Manufacturing Industries

Rank	*Community*	*Sq. Ft.*
1.	Hauppauge	424
2.	Bayport	190
3.	Melville	173
4.	West Hempstead	173
5.	Bohemia	133
6.	East Farmingdale	130
7.	Amityville	127
8.	North Bay Shore	90
9.	Glen Cove	88
10.	North Amityville	85

APPENDIX TABLE 23
SIC 42
Motor Freight Transportation & Warehousing

Rank	*Community*	*Sq. Ft.*
1.	North Great River	645
2.	East Farmingdale	540
3.	Deer Park	341
4.	West Babylon	291
5.	Melville	274
6.	Plainview	165
7.	Hauppauge	164
8.	Bohemia	108
9.	North Bay Shore	97
10.	New Cassel	96

APPENDIX TABLE 24
SIC 50, 51
Wholesale Trade

Rank	*Community*	*Sq. Ft.*
1.	East Farmingdale	2742
2.	Hicksville	1632
3.	Hauppauge	1481
4.	Plainvew	1303
5.	Garden City East	986
6.	New Cassel	865
7.	Garden City Park	778
8.	Deer Park	778
9.	Syosset	688
10.	Melville	597